Report by the Railway Board on Indian Railways for 1932-33 & 1933-34 (Vols. I & II)

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 4-8-0 or 7*s*. 6*d*. Volume II, Rs. 5-8-0 or 9*s*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1928. Published quinquennially. Price Rs. 5-8-0 or 9*s*.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37*s*.

(5) Pocket edition of the Schedules of dimensions for the 5′ 6″ gauge (reprinted in 1933), price Re. 1 each, 3′ 3¼″ gauge (revised 1930), price Re. 1 each, 2′ 6″ gauge (revised and reprinted edition, 1930), price annas 5 each, and 2′ 0″ gauge, 1922, price Re. 1 each.

(6) Manual of Instructions for the Installation and Maintenance of Signalling and Interlocking, 1929, price Re. 1 each.

(7) Manual of Instructions for the Installation and Maintenance of Block Signalling Apparatus, 1932, price Re. 1 each.

TECHNICAL PAPERS.

(8) Over 285 papers have been published by the Railway Board's office. The papers comprise:—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below:—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
,, 148	Statistics of railway working expenditure	G. DEUCHARS.
,, 153	River training and control on the guide bank system	F. J. E. SPRING.
,, 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,, 219	Technical education in relation to railways in America	H. L. COLE.
,, 239	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,, 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,, 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,, 244	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
,, 245	Report of the Indian Railway Bridge Committee on track stresses	
,, 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,, 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,, 250	Axle-loads, Wheel Diameter and railheads dimensions.	
,, 251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
,,	Description of the planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Ry. Loco. shops at Parel	F. G. S. MARTIN.
,, 256	Notes on the preparation of railway projects	H. L. GLASS.
,, 259	The estimation of Passenger earnings on new projects	A. LINES.
,, 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,, 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
,, 263	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
,, 264	Memorandum on Traffic Surveys	R. N. NICOLLS.
,, 266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,, 267	Flood-Lighting, 1929	H. J. MULLENEUX.
,, 271	Antiseptic treatment of Pinus Longi-folia (Chir) for Railway Sleepers	KAMESAM
,, 272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint.)
,, 273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
,, 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
,, 276	Investigation into the Strength of Rail Joints	H. HOWE and L. H. SWAIN.
,, 277	Description of the Cost Accounting Scheme introduced in the locomotive workshops at Moghalpura	A. E. HOWELL.
,, 278	Notes on Tube Railway Construction	H. G. SALMOND.
,, 279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
,, 280	The Installation of a Production System in the locomotive workshops at Moghalpura	A. E. HOWELL.
,, 281	The Belt System of Repairs introduced in the Locomotive Workshops at Kanchrapara	R. DE VERE IRWIN and J. R. POTTER.
,, 282	Note on "Fridera"—A composition for reconditioning abrased spike holes in Railway Sleepers	S. KRISHNA and T. P. GHOSE.
,, 283	Description of a system introduced in the Stores Department of the East Indian Railway, and Appendices	F. G. S. MARTIN and A. R. A. HARDUKE.
,, 284	Wagon Repairs—Notes on Progressive System of Wagon Repairs as introduced in North Western Railway Workshops at Moghalpura	B. S. SINDHU.
,, 285	Note on the Methods by which the provisions regarding Rates and Fares embodied in the English Railways Act of 1921 were framed, both from the points of view of the Railway Companies and of the compilers of the Act	E. A. SIMS.

The prices of the papers vary from annas Three to Rupees Fifteen.

The books and papers can be bought from the **Manager of Publications, Civil Lines, Delhi.**

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

134517

ON

INDIAN RAILWAYS

FOR

1932-33 & 1933-34

Volumes I & II

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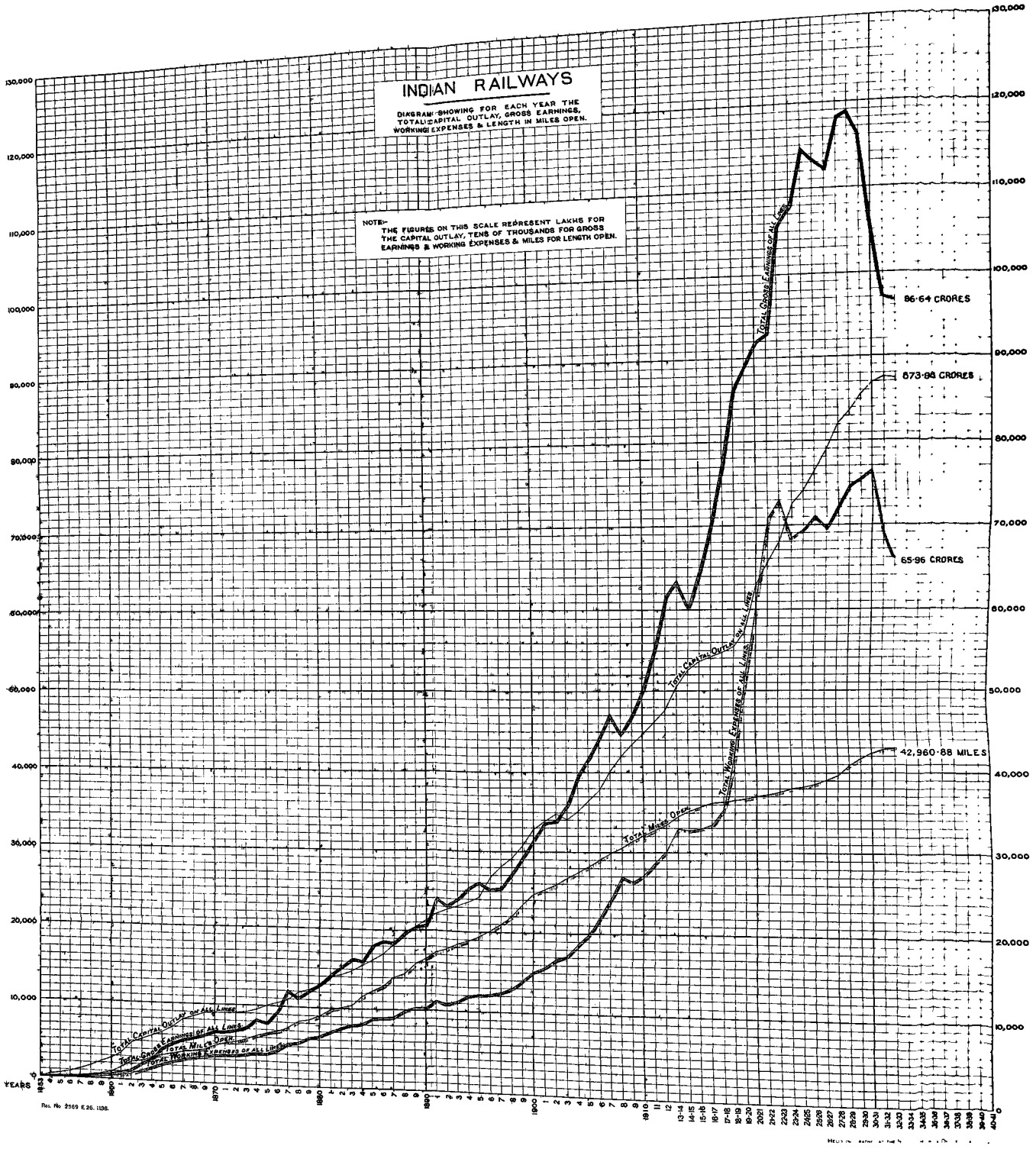
INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:- THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.



Rec. No 2569 E.26. 1138.

The Mahamagham Festival, 1933 : Pilgrims bathing in the Mahamagham Tank, Kumbakonam.

CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Annual Report of the Railway Board on Indian Railways is prepared for the financial year as reckoned from the 1st April in one year to the 31st March in the succeeding year, and is published in two volumes.

Volume I reviews the general administration, financial results of the working of railways and also comments upon important developments that occurred during the year. Various aspects connected with railway management and operation, such as the construction of new railway lines, and rolling stock, improvements in and additions to the methods of transportation, establishment matters such as the recruitment and the training of staff and steps taken to ameliorate the conditions of living and the welfare of the staff and other matters of public interest, are commented upon.

Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and exhibiting statistics connected with the various aspects of railway working.

2. Monsoon conditions and agricultural results.—Unlike many industrial countries, the welfare and general prosperity of the people of India, which is mainly an agricultural country, is very largely dependent on the incidence and effectiveness of the monsoon rainfall. As this indirectly affects the railways, which are the main carriers of agricultural products, a few remarks about the monsoon conditions on the plains of India and their effect on the agricultural output will not be out of place. The monsoon of 1932 was fairly normal and well distributed, in spite of a weak start and a prolonged break in August. The total rainfall during the monsoon period was on an average 3 per cent. below normal over the plains of India, being in excess of the normal during the latter half of the monsoon period in Bengal, Bombay, Mysore, Assam, Bihar and Orissa, Punjab, Hyderabad and Madras. The rainfall for the year as a whole was within 20 per cent. of the normal.

From the agricultural aspect, the season was favourable on the whole and crops fairly good. The rice crop, though it fell short of last year's plentiful harvest by 7 per cent, may be considered satisfactory, as it almost equalled the average of the preceding five years. The sugarcane crop of 1932-33 exceeded the previous year's record yield by 17 per cent. As compared with the previous year, the percentage increase in the output of cotton was 12, sesamum 14, groundnut 25, and castor seed 1 per cent., respectively. Owing to restricted cultivation, the quantity of jute produced reached only 5,800 thousand bales which, though slightly greater than the previous year's yield, was still barely half the average of the preceding five years. The wheat crop of 1931-32—which was mostly moved during the year under review—was 3 per cent. less than that in the preceding season, but was slightly above the average of the preceding five years. The output of rape, (mustard) and linseed crops for 1931-32 also showed increases of 4 and 10 per cent. respectively as compared with the preceding season.

3. The depressed state of Indian trade during 1932-33 is reflected in the continued decrease which has to be recorded in the gross earnings of the railways. The earnings of State-owned railways fell from Rs. 86 crores in 1931-32 to Rs. 84 crores in 1932-33, representing a decrease of approximately 2 crores and the net loss from the working of State-owned railways was over 10 crores. No contribution to general revenues could therefore be made during the year. The decline in earnings was mainly due to the fall in goods traffic. The earnings from passenger traffic on all railways both State-owned and others was 31·3 crores, almost the same as in the preceding year, while the earnings from goods carried fell by nearly two crores from Rs. 58·7 crores to

Rs. 56·9 crores. The more important decreases in the movement of goods traffic were in the export of jute, cotton, food grains and oilseeds.

4. Increased mileage.—A further 306 miles were opened during the year under review, of which 154 belong to the State. Owing to the closing down of Nokkundi-Zahidan and Landi Kotal-Landi Khana Sections of the North Western Railway and dismantlement of certain sections of the Bengal and North-Western, Eastern Bengal and North Western Railways and also to re-alignment, the net addition to the mileage of railways during the year was 148. In addition to this, 37 miles were under construction on 31st March 1933.

5. Railways and the Legislature.—As in past years members of the Legislature displayed a keen interest in railway matters. Out of a total of 3,788 questions answered in both the Houses, during the three sessions held in 1932-33, 926 referred to the Railway Department.

Two bills to amend the Indian Railways Act—one to amend Section 51, so as to allow certain Railway Companies to start motor services, and the other to amend Sections 108 and 131 to provide severer punishment for attempting unnecessarily to stop trains—were introduced in the Legislative Assembly. The former was considered by a Select Committee during the year and passed in September 1933.

Three resolutions dealing with Railways came up for discussion in the Legislature during the year—two in the Legislative Assembly and one in the Council of State.

The first resolution referred to the establishment of a permanent Board for the purchase of coal for State-managed Railways and to administer State-Railway Collieries. The mover (Mr. Ghuznavi) subjected the coal purchase policy of Railways to severe criticism alleging extravagance in the purchase of coal for State-managed Railways combined with a lack of supervision by the Railway Board. He also suggested a change in the procedure for opening tenders. Mr. S. C. Mitra moved an amendment demanding an enquiry into the working of the State-Railway Collieries. The Financial Commissioner of Railways, Mr. P. R. Rau, explained to the House the policy of Government and the manner in which tenders for the State-managed Railways' requirements of market coal were considered in detail by the Railway Board. The suggestion made by him and supported by the Finance Member (Sir Alan Parsons) that the questions raised were suitable for investigation by the Public Accounts Committee and that an *ad hoc* Committee was unnecessary, was accepted by the House and the resolution was withdrawn.

The second resolution related to the revision of the Policy and Administration of Indian Railways, moved by Dr. Ziauddin Ahmad. He opened the debate with a criticism of the existing policy of borrowing money and suggested that the Government could secure money at a cheaper rate by issuing debentures. He put forward several suggestions for more efficient administration; chief among them being, (i) the purchase of Company-managed Railways by the State, and (ii) the amalgamation of smaller railway concerns with the bigger systems. He thought that an Agent for each Railway was unnecessary and that Railways should follow the example of the Post Office, with one Provincial Headquarters, or adopt the form of organisation in the Army. He suggested a change in the Convention of 1924 so that a proportion of the railway profits available when there was a surplus could be utilized for improving the conditions of staff or reducing rates. He urged that a Statutory body should be set up by the Legislative Assembly to control Railway policy. The Honourable the Commerce Member replying on behalf of the Government promised to give careful consideration to these suggestions. This resolution was also withdrawn.

The third resolution was moved in the Council of State by the Hon'ble Rai Bahadur Lala Ram Saran Das regarding the withdrawal or reduction of the surcharge on coal for traffic carried for distances of 1,000 miles and above. The mover pointed out that, while the basic rates for coal were

telescopic, this principle had been ignored in levying the surcharge. Moreover he considered it unjust that certain coal which had been exempted from the surcharge should be accorded preferential treatment. He endeavoured to prove by figures that the surcharge was responsible to a large extent for the fall in the traffic. He argued that Indian industries needed more assistance in days of depression and this could only be given by reducing or withdrawing the surcharge on coal. Sir Phiroze Sethna and Sir Edward Benthall were unable to support a partial reduction or withdrawal and advocated the complete abolition of the surcharge in the interests of the producers. Sir Guthrie Russell (Chief Commissioner of Railways) was not prepared to accept the statement that the withdrawal of the surcharge would bring more coal traffic to Railways. He stated that the surcharge had produced about Rs. 64 lakhs revenue in twelve months. Moreover there was no evidence to show that it had adversely affected coal traffic and the fall in traffic might be attributed to general trade depression. He promised to consider whether the surcharge had effected a decrease in the coal traffic, more especially for long distances and, if so, whether any action could be taken to remedy this. The Honourable the mover was satisfied with this promise and the resolution was then withdrawn.

6. Railway Budget.—The Railway Budget for 1933-34 was presented to both the Houses of the Legislature on the 16th February 1933, after it had been considered in detail by the Standing Finance Committee for Railways. The general discussion of the budget took place in the Council of State on the 18th February 1933, and in the Legislative Assembly on the 20th February 1933. The voting on the Demands for Grants in the Assembly occupied four days, *viz.*, the 21st, 22nd, 23rd and 25th February 1933.

The general discussion on the budget covered as usual a wide field of subjects, the most important of which were the utilisation of the existing facilities for cheap money for the programme of capital works, coal purchases and expenditure on collieries, the surcharge and high freight on coal, the stimulation of traffic by reduction in fares and freight, the examination of the causes for the fall in the railway revenue, and the possibility of further retrenchments in expenditure.

Of the motions for reduction made in the course of debates on the voting of Demands for grants, the most important related to the general policy and administration of the Railway Board. The Assembly took two days for the discussion of this motion which was ultimately negatived. The next two important motions for reduction were for discussing the paucity of Muslims in the railway services and the possibility of further reduction in the number of Members of the Railway Board and in the pay of superior officers of the Railway Board. After a full debate, the first motion was negatived, and the second was withdrawn. The other questions raised were of minor importance, and the motions relating to them were negatived, and the Demands for grants were voted in full by the Assembly.

7. Standing Finance Committee for Railways.—The committee met seven times in the year. Besides scrutinising the capital programmes of railways and discussing the budget estimates of 1933-34, it considered proposals for the creation of certain superior posts on railways and the re-organisation of the Mechanical Department (Production) of the Burma, East Indian and North Western Railways. The Committee considered also changes in the forms of certain demands for grants for railway expenditure.

8. Meetings with Agents of Railways and Local Governments.—Three meetings were held with the Agents of the principal Railways, in April and October 1932 and March 1933. The following subjects, among others, were discussed :—

(1) Road motor competition.

(2) Training of railway officers.

(3) Hours of work and number of holidays in railway offices.

(4) Reduction in receipts and working expenses.
(5) Lump sum or " All in " contracts.
(6) Productivity of Capital expenditure—comparison of the financial results actually achieved with those anticipated.
(7) System of ticket checking on trains.
(8) Broad gauge un-economical wagons.
(9) Limitation of expenditure to reduced allotments.
(10) Co-ordination of road development with railways.
(11) Revision of the scales of pay of future entrants into the subordinate establishments of the State-managed Railways.
(12) Voluntary retirement of staff in connection with retrenchment.
(13) Mr. Pope's Report.
(14) Utilisation of surplus second-hand broad gauge rails.

Members of the Railway Board paid several visits to the headquarters of Local Governments and Railways during the course of the financial year and on these occasions took the opportunity of discussing with Local Governments, the Agents of Railways and important Mercantile Associations on railway matters of public interest.

9. Central Advisory Council for Railways.—During the year under review one meeting of the Central Advisory Council for Railways was convened at New Delhi on the 17th of March 1933. The subjects discussed were:—

(*a*) Formation, constitution and functions of Committees of representative members of Minority communities for the purpose of assisting railway administrations in the recruitment of non-gazetted employees, and

(*b*) A proposal that, in future tables of Staff statistics in the Administration Report, separate entries be given for " Sikhs " and " Indian Christians " who are at present included under " Other Classes ".

As regards (*a*), some members expressed the opinion that the existing Local Advisory Committees could undertake the duty of assisting Railways in the direction needed, while others favoured the creation of special communal committees for the purpose. A minority disapproved of such committees, as tending to widen communal differences and to prevent Railways securing the best possible applicants in the interest of efficiency.

In regard to (*b*), the majority of the members stated that they had no objection to the proposal.

Before concluding the meeting the Chairman alluded to future procedure and stated that he hoped to arrange regularly two meetings annually, one at Delhi and one at Simla. He also invited members of the Council to send for the consideration of the Railway Board subjects for inclusion in the agenda, such subjects to be confined to important matters of general public interest.

10. Local Railway Advisory Committees.—Reference has been made in previous reports to the useful work that is being done by the Local Advisory Committees on Railways which have continued to function on all Class I Railways (except the Jodhpur Railway) and on the Barsi Light Railway. These Committees constitute a valuable link between railway administrations and the travelling public affording, as they do, opportunities for discussion on matters of interest and importance to the general public, and their advice on matters coming within their purview is welcomed by railway administrations.

During the year under review 110 meetings of the various committees were held. Particulars of the subjects discussed at these meetings and the

action which the railway administrations concerned decided to take thereon are embodied in pamphlets published quarterly by the Railway Board. The following is a list of some of the more important matters discussed :—

Improvements in coaching stock.
Provision of cold storage compartments.
Provision of Indian dining cars.
Reduction of rates and fares.
Arrangements for dealing with traffic at festivals.
Reservation of seats in intermediate class carriages.
Supply of drinking water to passengers.
Sleeping accommodation for passengers.
Provision of bathing cabins at stations.
Despatch and delivery of goods.
Pontage charges over railway bridges.
Overcrowding in lower class carriages.
Provision of waiting rooms for ladies.
Construction of culverts and permanent openings for flood waters.
Electrification of railway stations.
Provision of overbridges
Remodelling of stations.
Mileage coupons.

11. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee which was constituted in 1926 continued to function till 7th December 1932, under the Presidentship of Sir Narasimha Sarma, K.C.S.I. Owing to his death on 8th December 1932, the sittings of the Committee were temporarily suspended pending the appointment of a new President.

Opportunity was taken at this stage of formulating proposals for the future conduct of the work of the Committee. It was decided :—

(i) to appoint as a whole-time President a retired High Court Judge on a salary of Rs. 2,000 per mensem in addition to his pension.

(ii) to appoint a railway officer to combine the duties of Railway Member and Secretary on his substantive pay *plus* a special pay of Rs. 300 per mensem.

The above proposals were actually given effect to during the following year and Sir Zahid Suhrawardy was appointed President.

During the year under review the following 5 cases were referred to the Railway Rates Advisory Committee for investigation and report and were pending at the close of the year.

(*a*) Complaint from Messrs. Radhakishen Mangatrai and Jeetmal Kanaudia, regarding the unreasonableness of the rates for salt from Sambhar to stations on the Bengal and North-Western Railway.

(*b*) Complaint from the Central Provinces and Berar Mining Association against the Bengal Nagpur Railway for imposing block rates on manganese ore from the mines to Bombay *viâ* Nagpur.

(*c*) Complaint from the Roller Flour Mills, Patiala, regarding the enhancement of rates for flour on the East Indian Railway.

(*d*) Complaint from the Tanjore and South Arcot Millowners' and Merchants' Association that the rates for rice over the South Indian Railway are unreasonable and that the rates charged from certain stations on the South Indian Railway to Colombo and Galle on the Ceylon Government Railway, constitute undue preference against other stations.

Dhansari Bridge, Tangla.

(*e*) Complaint from Mr. Dalchand Bahadur Singh, Calcutta, regarding the unreasonableness of the rates for coal from Korea Coalfields to stations on the Bengal Nagpur, Great Indian Peninsula and Bombay, Baroda and Central India Railways, as compared with the rates from the collieries on the Great Indian Peninsula Railway.

The Committee reported on the case of the Colliery Owners' Association, Chhindwara *vs.* the Great Indian Peninsula and Bengal Nagpur Railways (referred to in the last year's report) regarding the rates and through booking facilities for coal from colliery stations in the Central Provinces situated on the Bengal Nagpur Railway. In this case the Government of India agreed with the recommendations of the Committee as to the introduction of through booking facilities from the Bengal Nagpur Railway *viâ* Parasia, which supported the applicant's contention. As regards the rates, Government accepted the views of the Committee that the rates over the Great Indian Peninsula Railway's portion should be charged at the Central Provinces coal scale, which partially met the request of the applicant.

In addition to the 5 cases referred to the Committee during the year, 7 more cases were received by the Railway Board for reference to the Railway Rates Advisory Committee. Two of these were subsequently withdrawn by the applicants, two were rejected by the Board as the applications were not in order and three were under correspondence with the Railway Administrations concerned.

12. Mr. Pope's Investigations.—To ascertain whether further economies were possible on Indian Railways, the Government of India obtained, by the kindness of the London Midland and Scottish Railway, the services of Mr. Pope, General Executive Assistant to the President of that railway. Mr. Pope had been closely in touch with the various processes of rationalization put into practice in recent years on the London Midland and Scottish Railway.

In view of the shortness of Mr. Pope's visit it was decided that he should concentrate his attention on the Great Indian Peninsula Railway and inaugurate a detailed analysis of every important activity of railway operation—"job analysis"—on that line. It was arranged to associate with him certain officers of other railways who could learn his methods and, after his departure from the country, return to their lines to initiate the process on those lines. The following officers were selected for the purpose :—

Mr. J. A. Bell, Divisional Superintendent, East Indian Railway,

Lt.-Col. C. F. Carson, R.E., Divisional Superintendent, North Western Railway,

Mr. R. C. Case, Deputy Transportation Superintendent, Great Indian Peninsula Railway,

Mr. G. S. G. Higginson, District Transportation Officer, Bengal Nagpur Railway,

Mr. G. A. R. Trimming, Deputy Chief Mechanical Engineer, East Indian Railway.

Mr. Pope and these officers worked on the Great Indian Peninsula Railway during the month of January and part of February 1933, and on 25th February presented a report to the Railway Board. In a letter forwarding his report, Mr. Pope pointed out that already a large number of economies had been effected on Indian Railways and there were no big individual economies left except the better use of locomotive power, and possibly a further amalgamation of railways, both of which are referred to in the report. He, however, urged that considerable savings would be found possible if a detailed analysis of every operation conducted on a railway (job analysis) were undertaken and for this purpose constant organised research and investigation were necessary.

In accordance with this recommendation, the officers, associated with Mr. Pope, have returned to their railways and are now carrying on the investi-

gations recommended by him. Accordingly, at the end of the official year the position was that " job analysis " had been started on the North Western, East Indian, Great Indian Peninsula, Eastern Bengal and the Bengal Nagpur Railways and its introduction on other lines was under contemplation. It must be borne in mind that " job analysis ", as the expression itself implies, consists of a closely detailed examination of a large number of small processes and items and, although it may be reasonably hoped that the ultimate results in the aggregate will conclusively repay the expenditure involved, it must be a matter of time before the effect of these results is felt. On the London Midland and Scottish Railway the process has been going on for some years and is still far from complete.

In addition to the specific recommendation that " job analysis " should be initiated on all railways, there are other recommendations in the report which may be summarized as follows:—

(*a*) The better use of locomotives;

(*b*) The better use of railway land;

(*c*) The more careful listing of surplus track, equipment, and accommodation;

(*d*) Additional research and experiments;

(*e*) Improved workshop practice, especially in regard to standardization of pattern design, the use of scrap, and the compilation of " cost " data;

(*f*) Possibility of reducing hot axles.

All these matters are now under active investigation.

13. Labour Disputes.—A strike occurred in certain workshops on the Madras and Southern Mahratta Railway from the 24th October 1932 to the 7th January 1933, particulars of which are given in paragraph 88 of this report, in Chapter VI which deals with staff matters.

CHAPTER II.

FINANCIAL.

I.—*Trade Review.*

14. The universal trade depression continued to be felt with greater intensity in India during the year 1932-33 resulting in a decline in exports of Rs. 25 crores or 15 per cent., as compared with 1931-32. The imports, however, showed an improvement of Rs. 7 crores or 5 per cent.

The total value of exports from British India during the year 1932-33 amounted to Rs. 136 crores and that of imports to Rs. 133 crores.

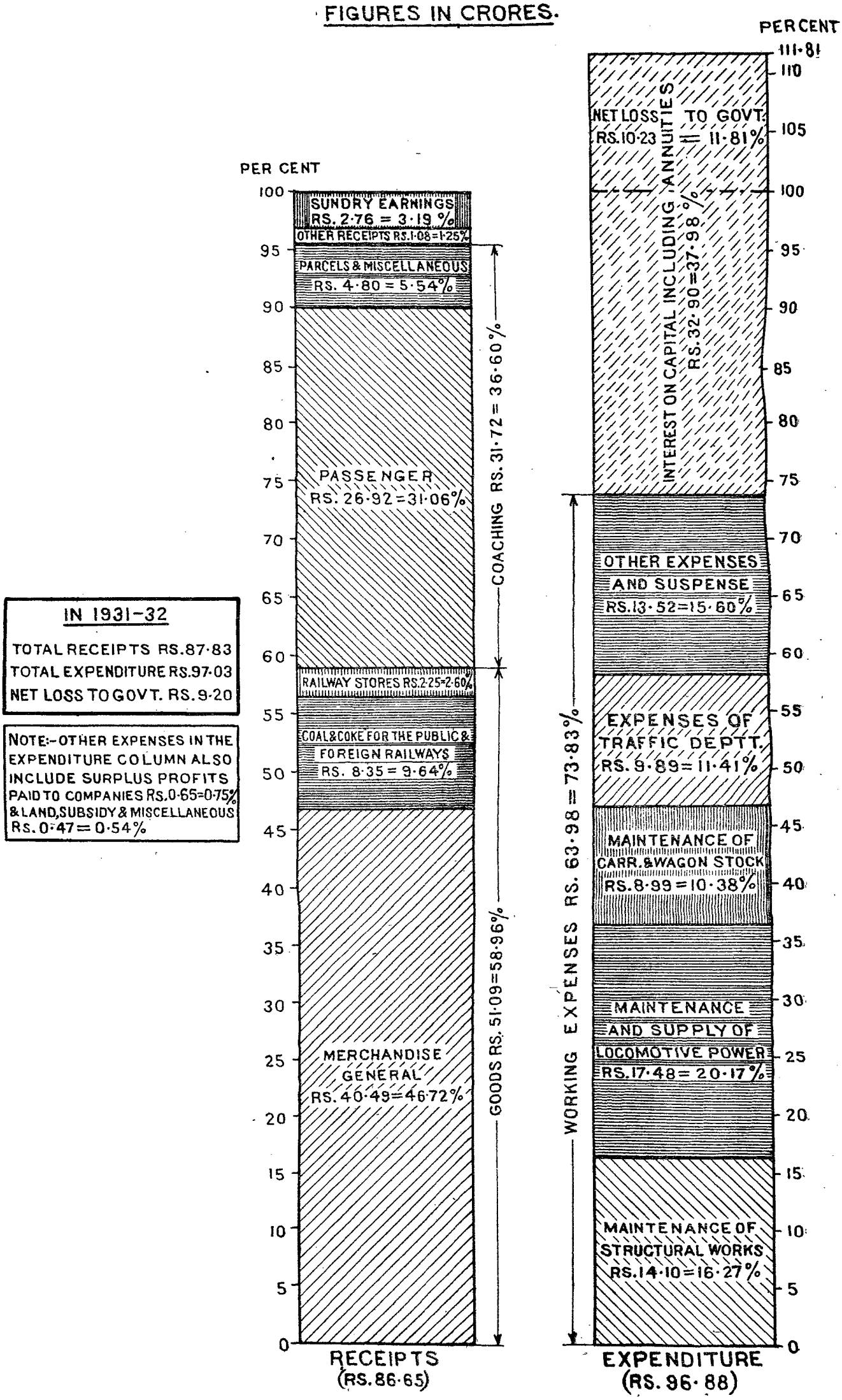
The decline in export traffic was one of the main factors contributing to the decline in railway earnings as compared with 1931-32, a year none too prosperous.

Exports.—The outstanding feature on the export side was a further slump in the raw cotton trade due to comparatively high prices of the Indian staples. Despatches of raw cotton fell from 2,369,000 bales valued at Rs. 23 crores during last year, to 2,063,000 bales valued at Rs. 20 crores. Cotton manufactures (including twist and yarn) were valued at Rs. 3 crores, a decline of Rs. 1½ crores. Twist and yarn receded from 22 million lbs. to 15 million lbs. in quantity and Rs. 128 lakhs to Rs. 79 lakhs in value. Shipments of Indian cotton piecegoods dropped from 104·6 million yards worth Rs. 3·24 crores to 66·4 million yards worth Rs. 2·09 crores. The decline under jute continued during the year and the value of raw and manufactured jute exported declined by Rs. 2 crores. Raw jute declined from 3,285,000 to 3,153,000 bales and from Rs. 11·19 crores to Rs. 9·73 crores in value. Gunny bags, however, advanced from 389 millions valued at Rs. 10·94 crores to 415 millions valued at Rs. 11·16 crores, while gunny cloth shrank from 1,021 million yards worth Rs. 10·45 crores to 1,012 million yards worth Rs. 10·24 crores. Food grains declined from Rs. 20·37 to 16·08 crores in value and the quantity from 2,614,000 to 2,056,000 tons. Wheat, which amounted to 20,000 tons in 1931-32, fell by 2,000 tons in 1932-33. Rice dropped from 2,372,000 to 1,887,000 tons in quantity and from Rs. 18·14 to 14·46 crores in value. Oilseeds amounted to 733,000 tons valued at Rs. 11·31 crores showing a decline of 26 per cent. in quantity and 22 per cent. in value, as compared with the preceding year; this was very marked under groundnut which declined from 672,000 to 433,000 tons, linseed from 120,000 to 72,000 tons and castor seed from 104,000 to 86,000 tons, owing to a falling off in the demand. Rapeseed, however, recorded an improvement of 61,000 tons valued at Rs. 80 lakhs. Tea improved in quantity from 342 to 379 million lbs. but on account of the low level of prices the value declined from Rs. 19·44 to 17·15 crores; metals and ores declined from 829,000 tons worth Rs. 5·47 crores to 695,000 tons worth Rs. 4·68 crores. Hides and skins declined from 49,300 to 41,700 tons, valued at Rs. 8·92 to 7·43 crores respectively. Exports of lac amounted to 418,300 cwts. valued at Rs. 1·24 crores, representing a decline of 10 per cent. in quantity and 33 per cent. in value as compared with the previous year. Coffee rose by 18,000 cwts. in quantity and Rs. 15 lakhs in value.

Imports.—The improvement on the import side in India's demand for foreign textiles contributed to an additional revenue of Rs. 12 crores as compared with Rs. 35 crores in 1931-32 or an increase of 34 per cent. over the previous year and 13 per cent. over 1930-31. This advance under the textile group was mainly due to larger imports of cotton piecegoods, the total receipts of which amounted to 1,225 million yards valued at Rs. 21·26 crores as compared with 776 million yards valued at Rs. 14·67 crores in 1931-32. The other principal varieties of cotton piecegoods also contributed to this improvement, greys increasing by 107, whites by 133, and coloured by 202 million yards respectively. These increases were shared chiefly by the United Kingdom and Japan. Arrivals of cotton twist and yarn also rose from 31·6 million lbs. valued at 2·99 crores in 1931-32 to 45·1 million lbs. valued at Rs. 3·79 crores.

RECEIPTS AND EXPENDITURE OF STATE OWNED RAILWAYS IN INDIA 1932-33.

FIGURES IN CRORES.


IN 1931-32
TOTAL RECEIPTS RS.87·83
TOTAL EXPENDITURE RS.97·03
NET LOSS TO GOVT. RS. 9·20
NOTE:-OTHER EXPENSES IN THE EXPENDITURE COLUMN ALSO INCLUDE SURPLUS PROFITS PAID TO COMPANIES Rs.0·65=0·75% & LAND,SUBSIDY & MISCELLANEOUS Rs. 0·47 = 0·54%
PER CENT
SUNDRY EARNINGS RS. 2·76 = 3·19 %
OTHER RECEIPTS RS.1·08=1·25%
PARCELS & MISCELLANEOUS RS. 4·80 = 5·54%
PASSENGER RS. 26·92 = 31·06%
COACHING RS. 31·72 = 36·60 %
RAILWAY STORES RS.2·25=2·60%
COAL & COKE FOR THE PUBLIC & FOREIGN RAILWAYS RS. 8·35 = 9·64%
MERCHANDISE GENERAL RS. 40·49=46·72%
GOODS RS. 51·09=58·96%
RECEIPTS (RS. 86·65)
PER CENT
NET LOSS TO GOVT. RS.10·23 = 11·81%
INTEREST ON CAPITAL INCLUDING ANNUITIES RS. 32·90=37·98 %
OTHER EXPENSES AND SUSPENSE RS.13·52=15·60%
WORKING EXPENSES RS. 63·98 = 73·83%
EXPENSES OF TRAFFIC DEPTT. RS. 9·89=11·41%
MAINTENANCE OF CARR. & WAGON STOCK RS. 8·99 = 10·38%
MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER RS. 17·48 = 20·17%
MAINTENANCE OF STRUCTURAL WORKS RS. 14·10 = 16·27%
EXPENDITURE (RS. 96·88)

There were also advances in the other important items included in the textile group, notably under silk raw and manufactured, of Rs. 1·59 crores, wool and woollens Rs. 1·34 crores and artificial silk, pure and mixed varieties, Rs. 72 lakhs. The imports of raw cotton rose from 79,000 in 1931-32 to 85,000 tons, due to increased spinning of finer-yarn in the local mills. There was decline of only Rs. 5 lakhs under metals. In quantity the imports of iron and steel fell from 371,000 to 326,000 tons and in value from Rs. 6·32 crores in 1931-32 to 5·30 crores. Machinery and millwork marked a decline of Rs. 38 lakhs, although sugar and textile machinery recorded increases and the value of hardware imported advanced from Rs. 2·61 to 2·99 crores. A further diminution from Rs. 2·89 to 2·43 crores occurred under motor vehicles, the number of motor cars imported having fallen from 7,220 to 6,201 and that of omnibuses from 4,302 to 2,676. Consequently the value of rubber manufactures imported also declined from Rs. 2·21 to 1·98 crores. Owing to increased local production, foreign sugar of all kinds fell from 556,000 tons valued at Rs. 6·16 crores to 401,000 tons valued at Rs. 4·23 crores. Mineral oils also declined from 217 to 188 million gallons in quantity and Rs. 9·04 to 6·70 crores in value. Kerosene oil declined from 85·7 to 59·5 million gallons but fuel oils advanced from 100·8 to 104·5 million gallons. The value of provisions also contracted from 3·41 to 2·93 crores, chiefly due to a falling off in the values of vegetable products, condensed milk and farinaceous foods. Owing to unfavourable price parity, the arrivals of wheat fell from 111,300 tons to 33,500 tons in quantity and Rs. 73 to 29 lakhs in value. Paper and pasteboard, however, recorded an improvement of 449,000 cwts. valued at Rs. 36 lakhs.

Balance of trade.—The visible balance of trade in merchandise and treasure for the year 1932-33 was in favour of India to the extent of Rs. 68 crores as compared with 90 crores in 1931-32.

II.—*Financial Results of State Railways.*

15. Financial results of working.—The financial results of the working of Indian State-owned Railways for 1932-33 were summarised in a memorandum prepared for the Public Accounts Committee by the Chief Commissioner and Financial Commissioner of Railways in September 1933. The figures available then were not in their final form and it was pointed out that there might be certain accounts adjustments which may alter them ultimately, though not to a large extent. Relevant paragraphs from the memorandum (after making the small corrections that were necessary in the figures) are reproduced below.

Stated briefly the position in 1932-33 was as follows:—

Gross receipts amounted to 84½ crores, or 2 crores less than in the previous year. Working expenses, including the usual appropriation for depreciation, amounted to 61½ crores—about 1¼ crores less than in the previous year. The net receipts of 23 crores, or 1 crore less than in 1931-32, were insufficient to meet interest charges. The deficit of 10 crores was, as in the previous year, borrowed from the accumulated balances of the Depreciation Fund.

The ordinary working expenses, excluding depreciation, amounted to nearly 48 crores, or 1½ crores less than in the preceding year. The decrease in working expenses made up for over two-thirds of the fall in receipts. A large part of this decrease was due to the operation of the cut in pay in force throughout the year whereas it was in force only during the last 4 months in the previous year.

The last good year for Indian railways was 1929-30, and it may be of interest to compare the results of 1932-33 with those of that year. In making the comparison, however, it must not be overlooked that the Southern Punjab Railway was purchased in January 1930, and that, if it had formed part of the State-owned system for all the twelve months of that year instead of only for the last three, the earnings of 1929-30 would have been increased to about 104 crores and the ordinary working expenses to about 56¼ crores. Making due allowance for this, the receipts in 1932-33 may be stated to be about 19½

crores (19 per cent.) below the receipts of 1929-30, and the ordinary working expenses about 8½ crores (15 per cent.) below the working expenses of 1929-30. To put it in another way, Indian railways have made up by savings in working expenses about 45 per cent. of the loss in gross receipts as compared with 1929-30.

The appropriation to the depreciation fund during the year amounted to 13¾ crores and the amount withdrawn to 6½ crores, so that the net accretion to the fund during the year was 7¼ crores. The balance at the end of the year was 12 crores. It would have been 26 crores but for the temporary borrowings in the two years 1931-32 and 1932-33 to meet deficits

The capital expenditure during the year including both the expenditure on new constructions, on which half a crore was spent, entirely on completion of works started in earlier years, and on improvements of the open line, was fully counterbalanced by a reduction of stores balances to the extent of 1½ crores, and by writing down capital by debit to the depreciation fund on account of retired assets.

Stores balances on all railways were reduced from 13½ crores to 12 crores, which constitutes a new record. The balance at the end of 1932-33 is only about half of the balance ten years earlier.

A true picture can be obtained of the present only by a comparison with the past, and the year 1924-25, when the railway budget was separated from the general budget of the Government of India and considerable accounting changes, such as the institution of a depreciation fund, were made, is a suitable starting point. The following table compares in a convenient form the results of working of 1932-33 with those of earlier years.

(Figures in lakhs of rupees.)

——	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	Average for 5 years 1924-25 to 1928-29	1929-30.	1930-31.	1931-32.	1932-33.
	M.	M.	M.	M.	M.	M.	M.	M.	M.	M
Mileage open	*27,324*	*27,430*	*28,004*	*28,426*	*29,451*	**28,127**	*31,218*	*31,489*	*31,709*	**31,892**
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs .	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts	1,00,13	98,94	98,42	1,03,43	1,03,72	**1,00,93**	1,02,70	95,10	86,63	**84,43†**
Ordinary operating expenses . .	51,65	52,99	52,89	53,06	54,21	**52,96**	55,59	54,30*	49,31	**47,89†**
Appropriation to Depreciation Fund .	10,35	10,67	10,89	11,38	12,00	**11,06**	12,59	13,07	13,46	**13,77**
Net Traffic receipts	38,13	35,28	34,64	38,99	37,51	**36,91**	34,52	27,64	23,86	**22,77**
Net miscellaneous charges (including surplus profits payable to Companies) after deducting miscellaneous receipts.	1,07	1,19	1,27	87	37	**95**	2	11	—1	**9**
Net revenues	37,06	34,09	33,37	38,12	37,14	**35,96**	34,50	27,53	23,87	**22,68**
Interest charges	23,90	24,81	25,87	27,27	29,33	**26,24**	30,46	32,72	33,07	**32,91**
Surplus	13,16	9,28	7,50	10,85	7,81	**9,72**	4,04	—5,19	—9,20	**—10,23**
Paid as contribution to general revenues	6,78	5,49	6,01	6,28	5,23	**5,96**	6,12	5,74	..	..
Transferred to railway reserve . .	6,38	3,79	1,49	4,57	2,58	**3,76**	—2,08	—10,93	—4,95	..
Borrowed temporarily from depreciation fund.	..	..	..	..	..	..	..	..	4,25	**10,23**

* Inclusive of a credit of 166 lakhs from the depreciation fund to correct past erroneous adjustments.

† For purposes of comparison with previous years the change in accounting procedure introduced in 1932-33, by which credits for material released from works not charged to revenue are shown as gross receipts instead of as a reduction of working expenses, has been neglected.

Of the nine years that have elapsed since the separation of railway revenues from the general revenues of India, the first six were prosperous years. After paying interest charges, and putting by a net sum of 12 crores in the Depreciation Fund after meeting such of the expenditure on renewals and replacements as is chargeable, under rules, to the Fund the total surpluses amounted to 52½ crores. During the next three years, the position was very different. There were deficits amounting to 24½ crores, though at the same time the balance in the Depreciation Fund increased by 14 crores.

In other words, the net result of working of the Indian State-owned Railways during the nine years 1924-25 to 1932-33 inclusive was a surplus of 28 crores, and an accumulated balance in the Depreciation Fund of 26 crores.

Under the separation convention, railways were liable to make a contribution to general revenues which amounted on the average to a net payment of 6 crores a year. They were able to make this payment from current surpluses in the first five years; in the sixth year, partly from the surplus of the year and partly from accumulated reserves, and in the seventh year wholly from the latter; thereafter, they have not been able to pay any contribution. The total amounts paid during the period were 42 crores. As the surplus during the period was only 28 crores, the balance of 14 crores had to be borrowed. A temporary loan was, therefore, taken of that amount from the Depreciation Fund, the actual balance of which at the end of 1932-33 was thus reduced to 12 crores.

The net traffic receipts of about 23 crores in 1932-33 amounted to less than 3 per cent. of the capital at charge. This result was the worst experienced since the separation.

(Figures in crores.)

—	Net receipts.	Percentage of capital at charge.	Net profit or loss after paying Interest charges.
	Rs.		Rs.
Average of 5 years, 1924-25 to 1928-29	36·91	5·5	9·72
1929-30	34·52	4·6	4·04
1930-31	27·64	3·6	—5·19
1931-32	23·86	3·0	—9·20
1932-33	22·77	2·9	—10·23

The operating ratio on all State-owned Railways (*i.e.*, the ratio of ordinary working expenses to gross earnings) amounted to 57 per cent. excluding depreciation, and to 73 per cent. including depreciation. These ratios are practically the same as in the previous year. In the table below, the ratios in earlier years are given for purposes of comparison.

—	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52½	63½
1929-30	54	66
1930-31	59	73
1931-32	57	73
1932-33	57	73

Figures that are available for certain foreign railways are given below for purposes of comparison. These show that bad as is the plight of Indian railways at present they are better off than most others.

The gross receipts of the 4 amalgamated British Railways in 1932 amounted to £165 million and were £15 million (8 per cent.) less than in 1931 and £42½ million (21 per cent.) less than in 1929. Their working expenses which amounted to £141 million were £8¾ million less than in the previous year and £27 million less than in 1929. The operating ratio rose from 81 per cent. in 1929 to 83 per cent. in 1931 and 85½ per cent. in 1932.

The Canadian Pacific Railway earned 124 million dollars in 1932, 18 million (13 per cent.) dollars less than in the previous year and 86 (40 per

cent.) million dollars less than in 1929. Their working expenses were 104 million dollars, 12 million dollars less than in 1931 and 63 million dollars less than in 1929. The operating ratio rose from 79½ per cent. in 1929 to 82 per cent. in 1931 and 84 per cent. in 1932.

The Canadian National Railways realised 161 million dollars in 1932, *i.e.*, 39 million dollars (19 per cent.) less than in 1931 and 107 million dollars (40 per cent.) less than in 1929. Their working expenses fell to 155 million dollars in 1932, by 44 million dollars (22 per cent.) as compared with the previous year and 66 million dollars (30 per cent.) as compared with 1929. Their operating ratio was 82½ per cent. in 1929, and rose to 99½ per cent. in 1931 but fell to 96 per cent. in 1932.

The receipts of the principal railways of the United States of America were 3,160 million dollars in 1932. This was 25 per cent. less than in 1931 and 50 per cent. less than in 1929. The working expenses which were 2,430 million dollars were over 25 per cent. less than in the previous year and about 47 per cent. below the figures for 1929. The operating ratio in 1932 was 77 per cent. It was the same in the previous year but was only 72 per cent. in 1929.

For the German State Railways, 1932 was a disastrous year—their expenses exceeded their earnings and the operating ratio was 102 per cent. The earnings fell by nearly 24 per cent. as compared with the previous year and by 36 per cent. as compared with 1930. Their working expenses fell by 17 per cent. as compared with the previous year and by 26 per cent. as compared with 1930.

16. *Gross Receipts.*—The following table compares the receipts in detail with the previous years :—

(Crores of rupees.)

——	1929-30.	1930-31.	1931-32.	1932-33.
Passenger earnings	35·75	31·68	28·96	28·94
Other coaching earnings	5·81	5·40	5·27	5·03
Goods earnings	65·25	60·69	55·41	53·76
Sundry earnings	2·21	1·97	1·82	1·63
Suspense	0·30	0·46	0·35	0·04
TOTAL	1,09·32	1,00·20	91·81	89·40
Less				
Refunds	0·15	0·11	0·11	9·11
Earnings of worked lines	6·47	4·99	5·07	4·86
NET	1,02·70	95·10	86·63	84·43

It will be observed that passenger earnings have fallen about 19 per cent. and the goods earnings about 17½ per cent. as compared with 1929-30. As compared with 1931-32 the passenger earnings are about the same while goods earnings have fallen about 3 per cent.

The earnings in 1932-33 amounted to about Rs. 26,400 per open mile, against Rs. 32,900 per open mile in 1929-30, a drop of nearly 20 per cent.

Though the percentage fall in goods earnings during 1932-33 as compared with the previous year is comparatively slight, being only 3 per cent., the variations in individual commodities were surprisingly large. There were increases in certain commodities, mainly under cotton, raw and manu-

factured, iron and steel wrought, raw jute and jagree and molasses, of about 10 per cent. or over. On the other hand there were heavy decreases in oil seeds, food grains including rice and wheat, sugar and kerosine and petrol. The decrease under oil seeds was nearly 20 per cent. while that under food grains on the whole was over 10 per cent.

It is interesting to compare the figures of earnings from goods traffic on Class I railways with the figures in previous years, notably 1929-30. The figures for the more important commodities are given below :—

(Figures in lakhs.)

—	1929-30.	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.
Cotton, raw and manufactured	6,91	6,31	4,76	5,19
Fuel for public and foreign railways	10,22	9,56	8,83	8,90
Metallic ores	1,47	93	58	45
Rice	4,17	3,67	3,71	3,45
Wheat	2,03	2,69	2,16	1,84
Gram, pulse and other grains	3,53	3,42	3,58	3,09
Iron and steel	2,46	2,07	1,81	2,00
Kerosine	1,69	1,50	1,62	1,38
Jute	1,47	1,36	99	1,12
Sugar	2,03	2,03	1,51	1,30
Oil seeds	3,95	4,01	3,52	2,88
Gur, jagree and molasses	94	98	1,27	1,39

As compared with 1929-30, the large decreases of 172 lakhs (25 per cent.) under cotton raw and manufactured, of 102 lakhs (70 per cent.) under metallic ores, of 107 lakhs (27 per cent.) under oil seeds and of 73 lakhs (36 per cent.) under sugar deserve special notice. The last is however counterbalanced by a large increase under gur, jagree and molasses—and taking sugar along with these, the total is only 28 lakhs or less than 10 per cent. below 1929-30.

The statement below compares the receipts of individual railways in 1932-33 with previous years.

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.
Assam Bengal	2,05	1,96	1,84	1,56
Bengal Nagpur	9,31	8,17	7,24	6,91
Bombay, Baroda and Central India	11,52	10,90	10,30	10,17
Burma	4,87	4,28	3,74	3,33
Eastern Bengal	6,73	5,86	5,05	4,91
East Indian	19,85	18,24	17,36	17,27
Great Indian Peninsula	14,58	13,33	11,92	11,94
Madras and Southern Mahratta	8,98	7,98	7,15	6,66
North Western (Comm.)	14,39	14,98	13,34	12,74
North Western (Strategic)	1,59	1,48	1,31	1,23
South Indian	6,33	5,80	5,30	5,51
Other Railways	2,50	2,12	2,08	2,20

The railways which showed a large falling off in receipts in 1932-33 as compared with the previous year are mainly the following :—

Railway.	Decrease as compared with previous year (lakhs).	Percentage.	Remarks.
	Rs.		
Assam Bengal . .	28	15	Heavy loss in passenger earnings (7 lakhs) and fall in rice traffic (7 lakhs).
Bengal Nagpur . .	33	5	Heavy loss (8 lakhs) in passenger earnings ; fall in manganese traffic (6 lakhs) reduced traffic in coal carried for foreign railways (13lakhs).
Burma Railways . .	41	11	Mainly under rice (30 lakhs) due to a fall in prices and decreased production.
Madras and Southern Mahratta.	49	7	Mainly under oil seeds (37 lakhs) due to less exports abroad.
North Western (commercial).	60	5	Mainly under wheat (25 lakhs) sugar (15 lakhs) and oil seeds (10 lakhs).

The only two important railways which showed any increase in receipts were the Bengal and North-Western Railway where there was a considerable increase in traffic due to the construction of new sugar mills and increased production therein, and the Great Indian Peninsula Railway where the increase was mainly due to a better cotton crop. The increase in the South Indian Railway is due to certain accounts adjustments. Neglecting these, the receipts show a small falling off as compared with the previous year.

17. *Working expenses.*—In making a comparison of working expenses in previous years, allowance has to be made for certain important special factors that have to be taken into account, *viz.* :—

(*a*) In 1929-30 and 1930-31 the figures include the proportion of the share of working expenses of the Mysore State Railways while in 1931-32 and 1932-33 they do not include it. We should therefore decrease the figures of the first two years by about 24 lakhs.

(*b*) In 1929-30 the working expenses of the Southern Punjab Railway are included only for 3 months while in the following three years they are included for all the 12 months. We should therefore increase the figure for 1929-30 by about ½ crore.

(*c*) Certain arrear adjustments with the depreciation fund to correct past erroneous transactions decreased the working expenses of 1930-31 by 166 lakhs and increased those of 1931-32 and 1932-33 by 9 lakhs and 6 lakhs respectively.

(*d*) In 1932-33 a special payment of 20 lakhs was made to the Income-tax Department as representing the value of the exemption allowed to railway staff from the additional income-tax imposed in 1931. This should be omitted for comparative purposes.

(*e*) In 1931-32 and 1932-33 the amounts recovered on account of the emergency deductions from pay amounted to 58 lakhs and 193 lakhs respectively.

(*f*) In 1932-33 the working expenses were increased by 20 lakhs on account of certain arrear adjustments on the South Indian Railway where some lines recently constructed had previously been treated as worked lines instead of as integral parts of the undertaking.

Making allowance for all these factors, the comparable figures are as follows :—

	Rs.	
1929-30	55·92	crores.
1930-31	55·81	,,
1931-32	49·80	,,
1932-33	49·36	,,

The reduction in working expenses, apart from the emergency deductions in pay, amounted to nearly half a crore as compared with the past year but was about 6½ crores as compared with 1929-30. Including these deductions the reduction of working expenses as compared with 1929-30 was about 8½ crores, or over 15 per cent.

A comparison of the ordinary working expenses of each railway with previous years will be found below. It is enough to say here that there was a decrease in practically every railway. The only apparent exception is the South Indian Railway where there is shown an increase of 12 lakhs; but this result is due to the arrear adjustments referred to earlier in this paragraph which increased the expenditure by 20 lakhs. Taking this into account, there is a saving of 8 lakhs.

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02
Bengal Nagpur	5,51	5,36	4,83	4,77
Bombay, Baroda and Central India	6,07	6,14	5,47	5,39
Burma	2,57	2,61	2,33	2,05
Eastern Bengal	3,84	3,74	3,29	3,17
East Indian	10,21	9,95	9,02	8,88
Great Indian Peninsula	8,37	8,57	7,13	7,07
Madras and Southern Mahratta	3,95	3,88	3,33	3,16
North Western (Commercial)	8,47	9,03	7,74	7,23
North Western (Strategic)	1,68	1,76	1,38	1,42
South Indian	2,79	2,87	2,63	2,79
Other Railways	1,00	1,02	98	94

18. *Net receipts.*—The details of net receipts (after meeting the appropriation to the Depreciation Fund, which represents expenditure not controllable by the railway administration) are given below. It will be noticed that the East Indian, Great Indian Peninsula and the South Indian Railways are better than last year; the Eastern Bengal and the Bombay, Baroda and Central India Railways are about the same, whereas the Assam Bengal, Bengal Nagpur, Burma, Madras and Southern Mahratta and North Western Railways are appreciably worse.

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.
Assam Bengal	65	54	44	22
Bengal Nagpur	2,56	1,49	1,07	75
Bombay, Baroda and Central India	4,12	3,43	3,45	3,40
Burma	1,82	1,15	88	75
Eastern Bengal	2,02	1,20	80	76
East Indian	7,43	6,00	5,99	6,05
Great Indian Peninsula	4,38	2,87	2,85	2,89
Madras and Southern Mahratta	4,13	3,22	2,92	2,60
North Western (Commercial)	3,75	3,69	3,27	3,02
North Western (Strategic)	—50	—70	—50	—62
South Indian	2,89	2,23	1,92	1,99
Other Railways	1,27	86	86	1,02

19. *Losses and gains.*—During 1932-33 there were only two of the bigger systems that continued to work at a profit, *viz.*, the Bombay, Baroda and Central India Railway, which showed a net gain of 41 lakhs, and the South Indian Railway, which showed a net gain of 6 lakhs. Even the Madras and Southern Mahratta Railway, which showed a profit in the previous year of 14 lakhs, showed a loss of 19 lakhs during the current year.

The net gain or loss of the various railways for the last four years is given below :—

(Figures in lakhs.)

	1929-30.	1930-31.	1931-32.	1932-33.
State-managed Railways.				
Burma	+4	—44	—74	—75
Eastern Bengal	+16	—80	—1,23	—1,28
East Indian	+1,61	—18	—24	—13
Great Indian Peninsula	+8	—1,72	—1,78	—1,68
North Western (Commercial)	—64	—1,16	—1,58	—1,78
North Western (Strategic)	—1,90	—2,18	—1,99	—2,09
TOTAL	—65	—6,48	—7,56	—7,71
Company-managed Railways.				
Assam Bengal	—24	—39	—52	—74
Bengal Nagpur	—66	—1,99	—2,48	—2,80
Bombay, Baroda and Central India	+1,25	+43	+45	+41
Madras and Southern Mahratta	+89	+1	+14	—20
South Indian	+1,19	+31	+1	+6
Other Railways	+77	+20	+19	+25
TOTAL	+3,20	—1,43	—2,21	—3,02

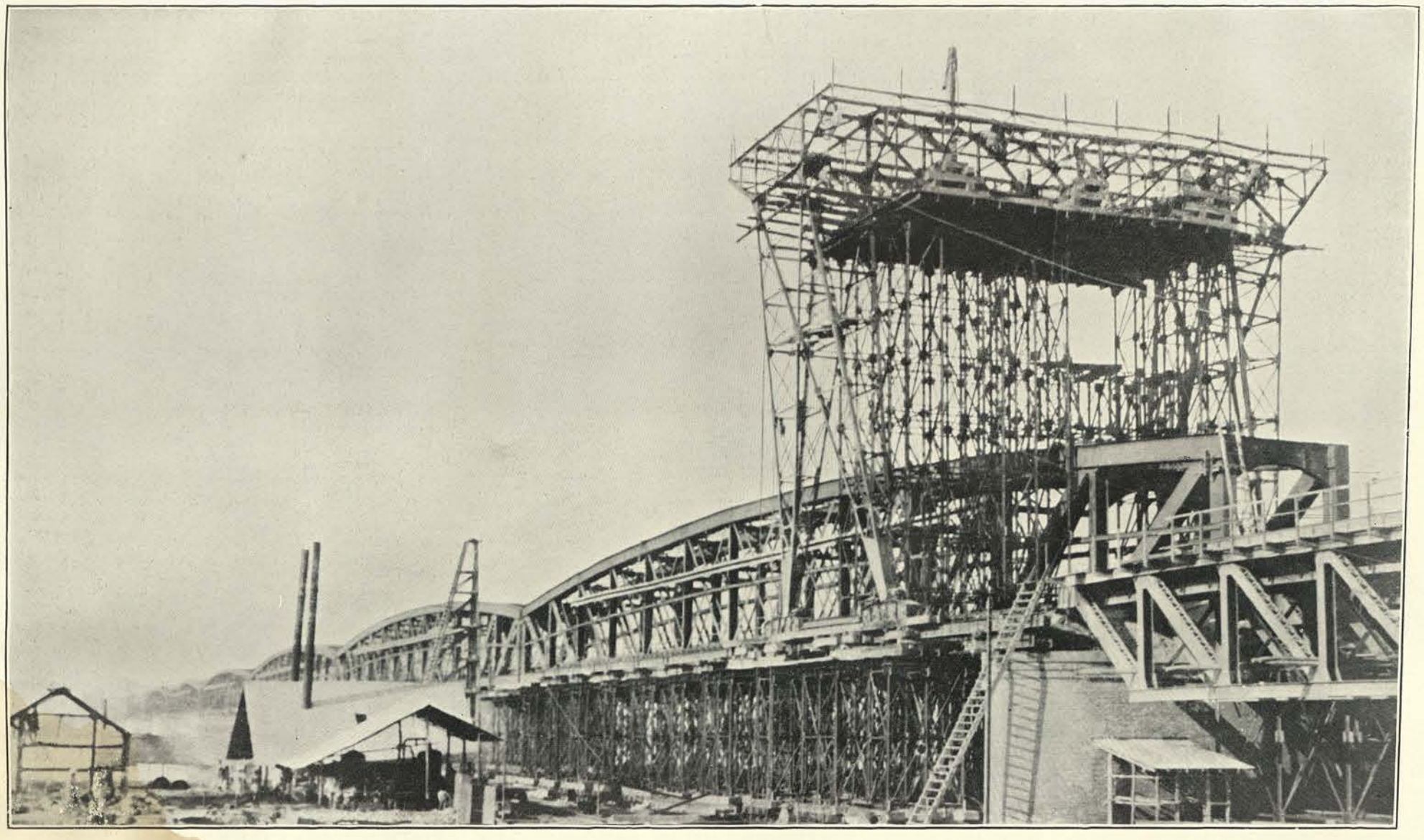
20. *Capital at charge.*—The statement below shows how the capital at charge on all railways in which the State has a financial interest has been growing (for facility of comparison, all sterling liabilities have been converted at 1*s.* 6*d.* the rupee) :—

	Crores.
1923-24	621
1924-25	635
1925-26	655
1926-27	682
1927-28	714
1928-29	739
1929-30	770
1930-31	783
1931-32	790
1932-33	**790**

The average increase in the first six years after the separation was nearly 25 crores per annum; the increase in the next three years has been less than 7 crores per annum, and in the last year the capital has remained stationery : the reduction of stores balances and the writing off of capital during the year by debit to depreciation fund counterbalanced the new capital expenditure.

An analysis of the increase of 169 crores in the capital at charge in the nine years from the separation may be of general interest. The expenditure on new lines during the period amounted to 48 crores; 16 crores were devoted to the purchase of existing railways (*viz.*, the Delhi-Umballa-Kalka Railway,

Doubling of Rupnarain Bridge, Howrah Khargpur Section: General view showing the old bridge, with the outer girder for the Nagpur End Span.



Doubling of Rupnarain Bridge, Howrah Khargpur Section : View showing steel staging on piled foundations at first 300 feet bay.

the Burma Railways, and the Southern Punjab Railway), and the balance of over 100 crores was spent on the improvement of open line facilities.

Taking the last three years only, the increase in capital has been 20 crores, of which 7½ crores were for new lines started earlier and 12½ crores for improvements.

21. *Works expenditure.*—The statement below gives the total expenditure on works year by year from 1924-25 showing separately expenditure on new constructions, open line works—capital and depreciation fund separately—and amounts spent on the purchase of railways, etc.

(In lakhs of rupees)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation Fund.	Total works.
1924-25	3,20	10,07	19	13,46	7,29	20,75
1925-26	3,93	15,32	..	19,25	7,98	27,23
1926-27	6,76	16,13	4,34	27,23	8,05	35,28
1927-28	10,26	22,18	4	32,48	10,95	43,43
1928-29	9,28	15,78	4,29	29,35	9,60	38,95
1929-30	6,65	16,44	7,09	30,18	11,76	41,94
1930-31	4,28	8,92	1	13,21	9,74*	22,95*
1931-32	2,79	3,97	..	6,76	8,27	15,03
1932-33	57	—50	..	7	6,35	6,42

* Excludes debit of 1,66 lakhs for correction of past erroneous adjustments.

In 1932, as in the previous two years, our works programme was cut down to the bone. As we pointed out last year, it became clear to us in the latter part of 1929 that owing to conditions both in India and abroad it was improbable that we would be able to obtain funds for capital expenditure on railways at a reasonable rate of interest. The rise in the rate of interest made us look very carefully therefore into all projects, both of new constructions and of improvements to open lines, for projects which might have been remunerative under ordinary conditions became unremunerative at the high rate of interest prevailing then, and we had to be careful to avoid burdening Railways of India with a large volume of debt raised at a period of high interest rates. The policy was therefore adopted of concentrating almost entirely on pushing schemes already in hand to completion in order to obtain an early return on the money invested, and in 1932-33, as in the two previous years, we avoided the undertaking of new schemes and adding to our commitments at a time when the future was so uncertain. The works carried out were therefore restricted practically entirely to unavoidable and essential improvements.

22. *Stores Balances.*—The total stores balances at the end of 1932-33 amounted to 12 crores—a level below any which has been reached in recent years. A reduction of over 1½ crores was achieved in 1932-33. As compared with 1929-30 the reduction is nearly 5 crores. Special efforts were made by every railway administration to restrict purchases of new material and to utilise as far as possible material already in stock. An extract from the Financial Commissioner's Review of the Appropriation Accounts of 1931-32, which gives fuller details of the position is given below :—

> The total balances of stores have been gradually decreasing since 1927-28 when they stood at the high figure of 17⅓ crores. At the end of 1931-32 they had decreased to 13⅔ crores, and it is estimated by 31st March 1933 that they had come down to less than 12 crores. A reduction of 3⅓ crores in the years 1931-32 and 1932-33 deserve notice, though to a certain extent, it is due to the fall in prices and to a general decrease in the volume of railway business. This decrease, however, has also a

contrary effect. An important factor which has considerably retarded the efforts of railways to reduce their balances is the stoppage of new constructions and the curtailment of open line works necessitated by the financial situation which has led to the heavy accumulation of permanent way materials and girders released from renewals of track and bridges and plant and equipment returned from completed or abandoned works which would have otherwise been utilised in new works. The continued trade depression has also restricted the sale by auction of surplus material.

The stores balances at the end of 1931-32, excluding constructions and military reserves which are held entirely to meet emergent military demands and are never used for ordinary railway requirements, amounted to about 47½ per cent. of the issues during the year, 40 per cent. of issues during a particular year is considered normally a suitable figure for closing balances, but a rough and ready formula like this cannot be strictly adhered to in abnormal periods when the requirements of railways are falling so heavily and rapidly.

A prominent feature of the year was a heavy drop both in receipts and issues of stores. Receipts from all sources, including purchases during the year, were reduced to the very low figure of 25¼ crores, which is about three-quarters of the receipts for the previous year. The issues of stores similarly fell to 26¾ crores due to the abnormal reductions of demands as a result of the economy campaign."

The table below gives the figures of stores balances since 1921-22 :—

(In thousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	24,81	31,48	18,38	12,30	9,49	12,59	13,01	14,91	18,04	22,05	20,70	15,57
Bengal Nagpur .	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87	1,32,69	1,36,28	1,21,17	1,06,76	1,01,74
Bombay, Baroda and Central India.	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17	1,62,35	1,60,82	1,64,54	1,46,34	1,30,51
Burma . .	66,62	84,85	98,71	84,62	75,00	44,82	59,41	61,25	55,25	52,55	50,83	43,21
Eastern Bengal .	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39	79,53	77,21	76,33	68,70	55,47
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,98,92	3,14,89	3,03,84	2,48,39	2,27,47	2,08,64
Great Indian Peninsula.	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49	2,41,88	2,62,01	2,51,73	2,18,32	1,79,58
Madras and Southern Mahratta.	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91	83,29	82,60	79,29	76,03	71,80
North Western .	3,94,12	3,92,69	3,79,78	2,73,36	2,44,34	2,86,41	3,91,59	3,69,62	3,47,89	2,59,81	2,27,15	1,84,65
South Indian .	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76	1,14,51	1,05,72	93,76	79,72	70,46
Other Railways .	31,08	41,01	42,63	42,59	36,87	39,33	46,55	43,75	52,69	57,14	52,42	46,81
Strategic lines .	57,76	57,68	72,10	63,38	82,62	83,53	92,34	90,17	92,45	93,76	90,89	1,01,90
TOTAL .	23,67,07	23,50,51	22,09,15	17,08,65	15,68,45	14,68,85	17,32,41	17,08,84	16,94,80	15,20,52	13,65,33	12,10,34

23. *Cost of repairs of rolling stock.*—The figures of unit cost of repairs and maintenance of rolling stock are given below for the three years ending 1932-33 :—

——		1930-31.	1931-32.	1932-33.
		Rs.	Rs.	Rs.
Average cost of a standard first class repair of locomotives in mechanical workshops.	Broad gauge	12,050	10,700	10,700
	Metre gauge	13,759	11,700	11,400
Average cost of a standard first class repair of passenger carriages.	Broad gauge	658	625	632
	Metre gauge	390	384	455
Average cost of a standard first class repair of wagons	Broad gauge	155	150	155
	Metre gauge	125	126	125

The average cost for all kinds of rolling stock taking the cost of mechanical workshops and transportation workshops together compares as follows with the past two years :—

——		1930-31.	1931-32.	1932-33.
		As.	As.	As.
Cost of locomotive repairs per equated engine mile	Broad gauge	3·54	3·23	3·10
	Metre gauge	3·78	3·39	3·48
		Rs.	Rs.	Rs.
Cost per carriage on line	Broad gauge	724·7	598·2	597·1
	Metre gauge	342·1	289·4	299·6
Cost per wagon on line	Broad gauge	123·9	92·6	95·2
	Metre gauge	57·5	48·1	44·5

In certain cases it will be noticed that the average cost has increased in 1932-33 as compared with the previous year. To a certain extent this is due to the fact that Railways have in general extended the interval between heavy repairs and, to keep the total cost of repairs and maintenance down, have attempted to postpone repairs as far as possible with the consequence that when the repairs are actually undertaken the cost of an individual repair is more. The increase in the average cost of a standard first class repair of passenger carriages in the metre gauge is however very high and is under investigation at present.

24. *Contribution to General Revenues.*—The contribution to General Revenues due for the year 1932-33 amounts to Rs. 523 lakhs or 13 lakhs less than in 1931-32. The payment of the contribution has been held in abeyance until the return of prosperous years. The statement below shows how the amount is arrived at :—

(Based on actuals of penultimate year 1930-31.)

(Figures in thousands.)

	Rs.	Rs.
1. 1 per cent. on capital of Rs. 7,35,94,90 at charge—commercial lines—to end of 1930-31	...	7,35,95
2. (i) Receipts (1930-31)—		
Gross traffic receipts—commercial lines . . .	93,62,17	
Subsidized companies—share of surplus profits . .	20,36	
Interest on depreciation and reserve fund balances and dividends on investments in branch lines and miscellaneous receipts	1,47,78	
Total Receipts .		95,30,31
(ii) Charges (1930-31)—		
Working expenses—commercial lines . . .	65,26,89	
Indian States and railway companies' share of surplus profits	1,16,30	
Land and subsidy	5,90	

2. (ii) Charges (1930-31)—*contd.*		Rs.	
Interest—			
On capital at charge—commercial lines . .		29,87,05	
On capital contributed by Indian States and companies		1,37,59	
Miscellaneous railway expenditure		61,99	
Contribution at 1 per cent. on capital at charge—commercial lines		7,35,95	
Total Charges .			1,05,71,67
(iii) Deficit			10,41,36
(iv) Contribution of 1/5th of surplus			...
3. Total contribution from railway revenues 1 *plus* 2 (iv) .			7,35,95
Deduct—Loss on strategic lines—			
(i) Interest on capital		1,46,91	
(ii) Miscellaneous railway expenditure . . .		69	
(iii) Loss in working		65,77	
			2,13,37
4. Net payment due from railway to general revenues in 1932-33			5,22,58

25. *Depreciation Fund.*—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on replacement and renewals actually carried out on those railways during 1931-32 and 1932-33 are given in the statement below:—

(Figures in thousands.)

Railways.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1931-32.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1931-32.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1932-33.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1932-33.
State Lines managed by State.	Rs.	Rs.	Rs.	Rs.
North Western	2,76,44	1,59,48	2,92,37	1,83,14
Eastern Bengal	95,95	82,78	97,68	39,31
East Indian	2,35,19	1,37,42	2,35,38	96,05
Great Indian Peninsula . . .	1,94,38	99,57	1,97,94	79,13
Burma	52,64	24,64	53,44	46,58
Aden	..	—1,11	..	..
State Lines managed by Companies.				
Bengal Nagpur	1,34,03	1,28,33	1,38,85	30,45
Bombay, Baroda and Central India .	1,37,95	70,27	1,38,74	52,23
Madras and Southern Mahratta .	89,67	63,64	90,89	55,07
South Indian	75,27	42,75	77,20	35,64
Other Railways	54,82	27,72	54,73	23,33
Adjustments:—				
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company worked Railways under Repairs and Maintenance.	..	—9,01	..	—6,23
TOTAL .	13,46,34	8,26,48	13,77,22	6,34,70

26. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway:—

(Figures in thousands of rupees.)

Railways.	Year	(*d*) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by State.												
North Western	1930-31	1,47,84,94	..	1,47,84,94	16,45,45	13,47,21	2,98,24	2·0	..	6,32,13	..	3,33,89
	1931-32	1,48,36,74	..	1,48,36,74	14,65,19	11,88,59	2,76,60	1·9	..	6,33,68	..	3,57,08
	1932-33	**1,48,04,40**	..	**1,48,04,40**	**14,14,63**	**11,75,20**	**2,39,43**	**1·6**	..	**6,26,24**	..	**3,86,81**
Eastern Bengal	1930-31	50,82,12	..	50,82,12	5,86,00	4,65,73	1,20,27	2·4	..	1,99,86	..	79,59
	1931-32	51,34,71	..	51,34,71	5,05,07	4,24,66	80,41	1·6	..	2,03,33	..	1,22,92
	1932-33	**51,38,86**	..	**51,38,86**	**4,98,11**	**4,21,81**	**76,30**	**1·5**	..	**2,03,84**	..	**1,27,54**
East Indian	1930-31	1,45,62,28	59,96	1,45,02,32	18,24,30	12,24,40	5,99,90	4·1	..	6,17,61	..	17,71
	1931-32	1,47,23,75	1,12,14	1,46,11,61	17,35,65	11,37,18	5,98,47	4·1	..	6,22,33	..	23,86
	1932-33	**1,45,49,13**	**1,12,14**	**1,44,36,99**	**17,56,01**	**11,51,75**	**6,04,26**	**4·1**	..	**6,17,37**	..	**13,11**
Great Indian Peninsula	1930-31	1,17,25,56	..	1,17,25,56	13,33,36	10,45,78	2,87,58	2·5	..	4,59,81	..	1,72,23
	1931-32	1,17,87,89	..	1,17,87,89	11,92,31	9,06,71	2,85,60	2·4	..	4,63,35	..	1,77,75
	1932-33	**1,22,92,13**	..	**1,22,92,13**	**12,08,49**	**9,18,84**	**2,89,65**	**2·4**	..	**4,58,05**	..	**1,68,40**
Burma	1930-31	35,31,28	..	35,31,28	4,27,81	3,12,60	1,15,21	3·3	..	1,58,96	..	43,75
	1931-32	35,80,36	..	35,80,36	3,73,84	2,86,46	87,38	2·4	..	1,60,96	..	73,58
	1932-33	**35,05,52**	..	**35,05,52**	**3,49,05**	**2,73,92**	**75,13**	**2·1**	..	**1,50,58**	..	**75,45**
State Lines managed by Companies.												
Bengal Nagpur	1930-31	75,75,58	10,53,13	65,22,45	8,17,01	6,67,25	1,49,76	2·0	..	3,48,78	..	1,99,02
	1931-32	76,77,25	10,53,13	66,24,12	7,23,67	6,17,45	1,06,22	1·4	..	3,54,63	..	2,48,41
	1932-33	**76,99,05**	**10,32,47**	**66,66,58**	**7,02,99**	**6,28,14**	**74,85**	**1·0**	..	**3,54,56**	..	**2,79,71**

(Figures in thousands of rupees.)

Railways.	Year.	(*d*) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by Companies—contd.												
Bombay, Baroda and Central India	1930-31	72,83,64	2,49,00†	70,34,64	10,89,60	7,47,22	3,42,38	4·7	15,00‡	2,84,30	43,08	..
	1931-32	73,60,14	5,50,86†	68,09,28	10,29,70	6,85,50	3,44,20‡	4·7	11,34‡	2,87,79	45,07	..
	1932-33	**75,77,98**	**5,50,85†**	**70,27,13**	**10,22,95**	**6,82,79**	**3,40,16**	**4·5**	**12,60‡**	**2,86,91**	**40,65**	..
Madras and Southern Mahratta	1930-31	53,81,44	10,07,08	43,74,36	7,98,20	4,75,88	3,22,32	6·0	79,57‡	2,41,44	1,31	..
	1931-32	53,10,63	10,68,25	42,42,38	7,14,71	4,22,60	2,92,11	5·5	40,06	2,38,33	13,72	..
	1932-33	**55,04,15**	**10,68,25**	**44,35,90**	**6,71,93**	**4,12,35**	**2,59,58**	**4·6**	**41,32**	**2,38,12**	..	**19,86**
South Indian	1930-31	43,76,03	4,95,81‖	38,80,22	5,79,97	3,56,94	2,23,03	5·1	14,72‡	1,77,25	31,06	..
	1931-32	44,70,61	6,36,98‖	38,33,63	5,30,60	3,37,83	1,92,77	4·3	7,94	1,83,50	1,33	..
	1932-33	**44,84,69**	**6,35,81‖**	**38,48,88**	**5,59,96**	**3,61,63**	**1,98,33**	**4·4**	**7,13‡**	**1,84,80**	**6,40**	..
Other railways	1930-31	40,14,88	4,54,60	35,60,28	4,07,96	2,68,16	1,39,80	3·5	7,01	1,51,41	..	18,62
	1931-32	41,48,13	5,36,35	36,11,78	3,92,01	2,61,29	1,30,72	3·2	4,85	1,58,74	..	32,87
	1932-33	**41,55,81**	**6,36,73**	**35,19,08**	**3,78,16**	**2,52,97**	**1,25,19**	**3·2**	**4,16**	**1,70,05**	..	**49,02**
Suspense	1930-31	..	..	..	..	..	..	..	..	..	..	..
	1931-32	..	..	..	..	10	—10	..	..	..	..	..
	1932-33	..	..	..	..	..	..	..	..	..	..	10
Adjustments :—												
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance.	1930-31	..	..	..	..	—2,24,90	2,24,90	..	..	..	2,24,90	..
	1931-32	..	..	..	..	9,01	—9,01	..	..	..	..	9,01
	1932-33	..	..	..	..	**6,23**	**—6,23**	..	..	..	..	**6,23**
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30	1930-31	..	..	..	..	59,20	—59,20	..	..	..	..	59,20

Interest on Depreciation and Reserve Fund balances	1930-31	..	..	..	1,32,21	..	1,32,21	..	..	..	1,32,21	..
	1931-32	..	..	..	93,17	..	93,17	..	..	..	93,17	..
	1932-33	..	..	..	72,69	..	72,69	..	..	..	72,69	..
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1930-31	..	..	..	..	..	..	..	..	..	..	27,33*
	1931-32	..	..	..	..	..	..	..	..	..	..	27,77*
	1932-33	..	..	..	..	..	..	..	..	..	..	16,54*
Total (Central)	1930-31	7,83,17,75	33,19,58	7,49,98,17	96,41,87	67,45,47	28,96,40	3·7	1,16,30	32,71,55	..	5,18,78
	1931-32	7,90,30,21	39,57,71	7,50,72,50	87,55,92	62,77,38	24,78,54	3·1	64,19	33,06,64	..	9,20,06
	1932-33	7,97,11,72	40,36,25	7,56,75,47	86,34,97	62,85,63	23,49,34	3·0	65,21	32,90,52	..	10,22,93
Provincial Railways	1930-31	14,61	..	14,61	(a)2,21	..	2,21	..	..	57	1,64	..
	1931-32	14,61	..	14,61	(a)1,61	..	1,61	..	..	58	1,03	..
	1932-33	14,61	..	14,61	(a)1,81	..	1,81	..	..	57	1,24	..
Grand Total (Central and Provincial)	1930-31	7,83,32,36	33,19,58	7,50,12,78	96,44,08	67,45,47	28,98,61	3·7	1,16,30	32,72,12	..	5,17,14
	1931-32	7,90,44,82	39,57,71	7,50,87,11	87,57,53	62,77,38	24,80,15	3·2	64,19	33,07,22	..	9,19,03
	1932-33	7,97,26,33	40,36,25	7,56,90,08	86,36,78	62,85,63	23,51,15	3·0	65,21	32,91,09	..	10,21,69
North Western (Commercial)	1930-31	1,13,67,34	..	1,13,67,34	14,97,95	11,29,52	3,68,43	3·2	..	4,85,22	..	1,16,79
	1931-32	1,13,83,69	..	1,13,83,69	13,33,60	10,07,20	3,26,40	2·9	..	4,84,80	..	1,58,40
	1932-33	1,13,73,94	..	1,13,73,94	12,87,22	9,85,16	3,02,06	2·7	..	4,79,69	..	1,77,63
Non Commercial (Strategic) (North Western and Aden Railways).	1930-31	34,17,60	..	34,17,60	1,47,50	(b)2,18,58	(b)—71,08	—2·1	..	1,46,91	..	2,17,99
	1931-32	34,53,05	..	34,53,05	1,31,59	(c)1,81,47	(c)—49,88	—1·4	..	1,48,87	..	1,98,75
	1932-33	34,30,46	..	34,30,46	1,27,41	1,90,04	—62,63	—1·8	..	1,46,55	..	2,09,18

† Includes Capital provided by the Palanpur Durbar.

‡ Includes payments to Durbars—

	1930-31.	1931-32.	1932-33.
Jaipur Durbar	6,99	6,52	6,49
Limbdi ,,	12	..	..
Palanpur ,,	17	17	18
Mysore ,,	18,18	(e)	(e)
Travancore ,,	1,00	..	17
* Includes recoveries from Travancore Durbar	..	97	46

(e) Payment to Mysore Durbar are no longer included in the surplus profit of Madras and Southern Mahratta Railway.

|| Includes capital expenditure on Tinnevelly Quillon (Indian State Section).

(a) Represent figures on account of subsidized Companies, etc.

(b) Includes Aden Railway :—

Column 7	8
,, 8	—8

(c) Includes Aden Railway :—

Column 7	89
,, 8	—89

(d) Figures of Capital at charge at end of 1930-31 and 1931-32 include sterling liabilities involved in the purchase of Railways converted at 1*s* 6*d*. to the rupee and those at end of 1932-33 at the average rate of the year in which the liabilities were originally incurred.

III.—*General results of working of all Indian Railways.*

27. Traffic and mileage.—The principal figures of traffic on all the Indian Railways are summarised in the table below :—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage.	1931-32	38,460	4,353	42,813
	1932-33	**38,566**	**4,395**	**42,961**
(*ii*) Number of passengers originating	1931-32	475,513,000	30,323,400	505,836,400
	1932-33	**471,689,600**	**30,205,600**	**501,895,200**
(*iii*) Number of passenger miles.	1931-32	17,339,974,000	716,844,000	18,056,818,000
	1932-33	**16,890,772,000**	**715,682,000**	**17,606,454,000**
(*iv*) Tons originating	1931-32	71,064,000	3,511,000	74,575,000
	1932-33	**67,163,000**	**3,438,000**	**70,601,000**
(*v*) Number of ton miles.	1931-32	18,106,542,000	240,223,000	18,346,765,000
	1932-33	**16,978,015,000**	**224,526,000**	**17,202,541,000**

28. Analysis and earnings.—The total earnings of all Indian railways, including those with which the Government of India is not directly concerned, amounted to Rs. 96·09 crores, of which Rs. 56·89 crores or 59·2 per cent. were from goods traffic, Rs. 31·34 crores or 32·6 per cent. from passenger traffic and Rs. 7·86 crores or 8·2 per cent. from parcels, luggage and miscellaneous items.

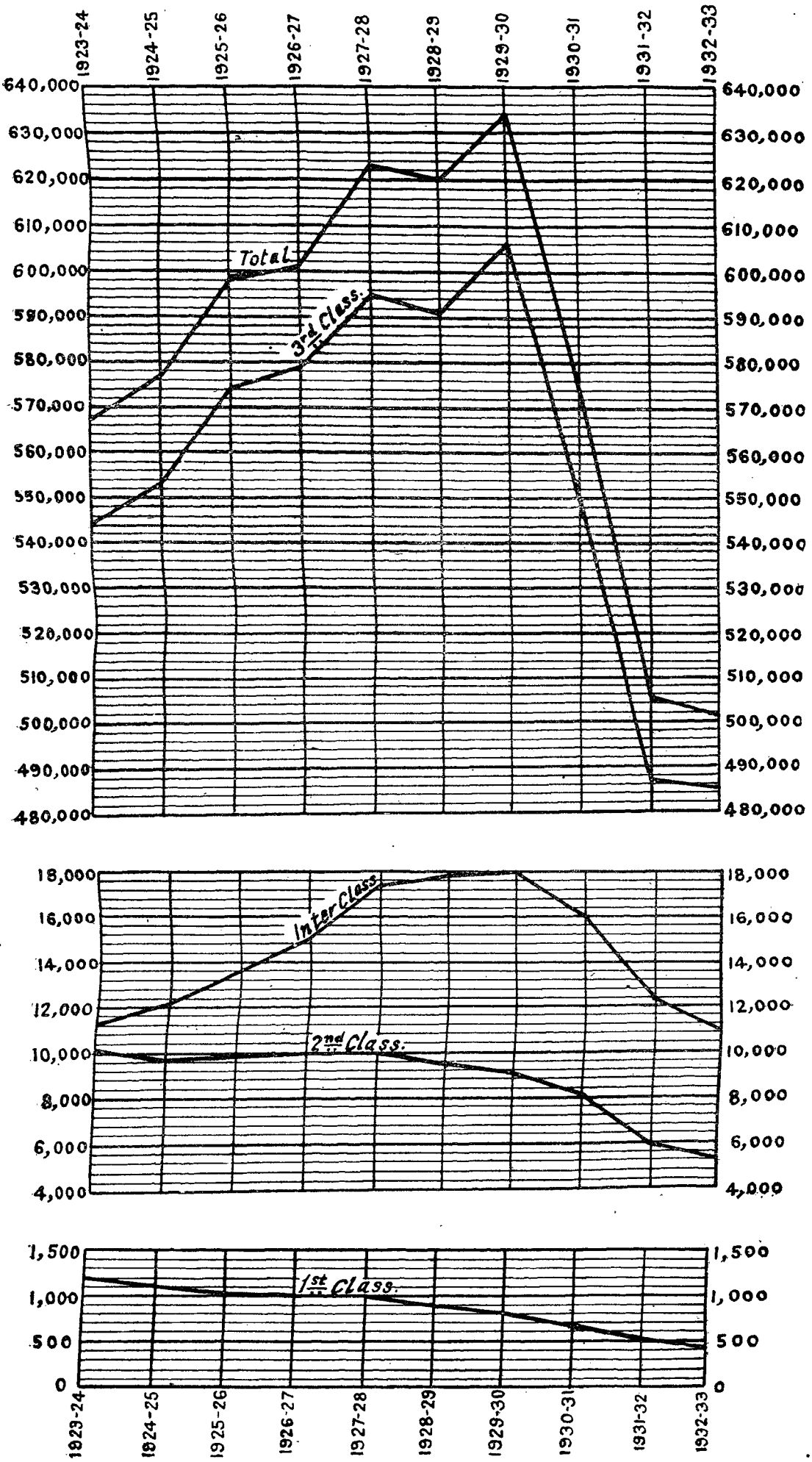
29. *Passenger earnings.*—Passenger earnings fell from Rs. 31·35 crores during 1931-32 to Rs. 31·34 crores during the year under review, showing a slight drop of only 0·03 per cent. The following table shows the numbers of and earnings from passengers separately for each class for the 4 years previous to the war and for the 6 latest years. Graphs are also inserted showing the numbers of passengers carried and of passenger miles by classes from the beginning of 1923-24 :—

Year.	No. of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees).				
	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.
1910 . .	685	2,784	10,702	315,839	24,341	58,82	77,23	94,99	14,65,16	15,85
1911 . .	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912 . .	700	3,030	10,508	356,789	26,810	62,90	83,31	91,37	17,01,35	17,55
1913-14 .	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1927-28 .	980	9,963	17,351	594,821	*	1,13,71	1,95,67	1,69,33	34,39,39	*
1928-29 .	912	9,585	17,870	591,679	*	1,12,25	1,91,89	1,66,43	33,53,56	*
1929-30 .	804	9,125	17,900	606,468	*	1,04,45	1,83,56	1,58,96	34,11,36	*
1930-31 .	670	8,089	16,189	550,879	*	94,06	1,70,20	1,41,34	30,24,15	*
1931-32 .	508	5,937	12,354	487,037	*	83,34	1,53,71	1,22,98	27,75,41	*
1932-33 .	**429**	**5,278**	**10,871**	**485,317**	*	**77,95**	**1,47,44**	**1,15,14**	**27,93,82**	*

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

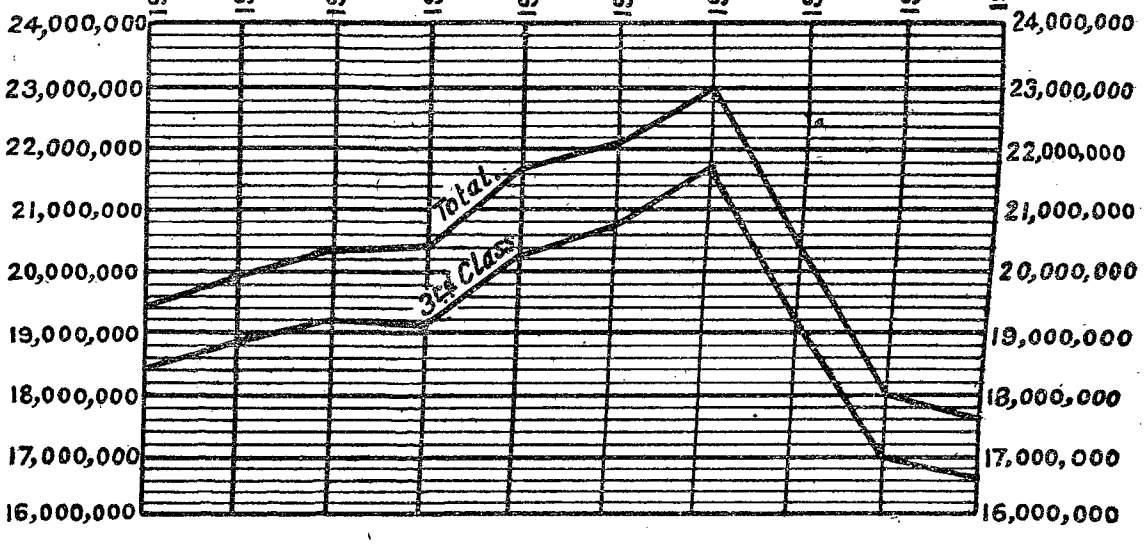
NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS (IN THOUSANDS)

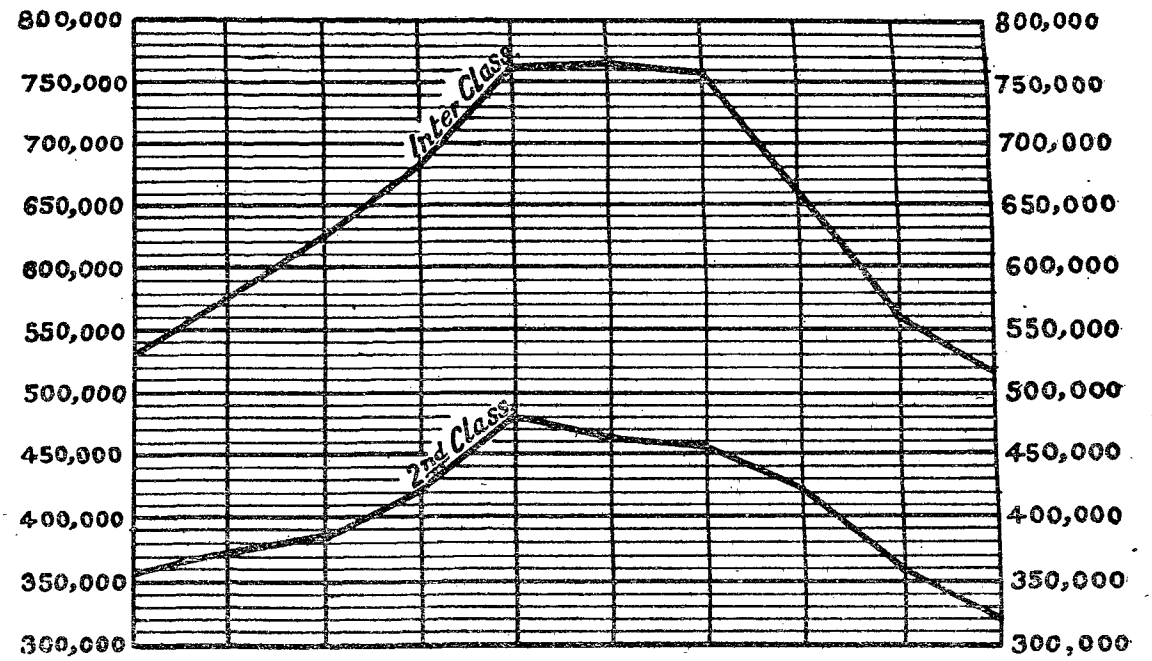


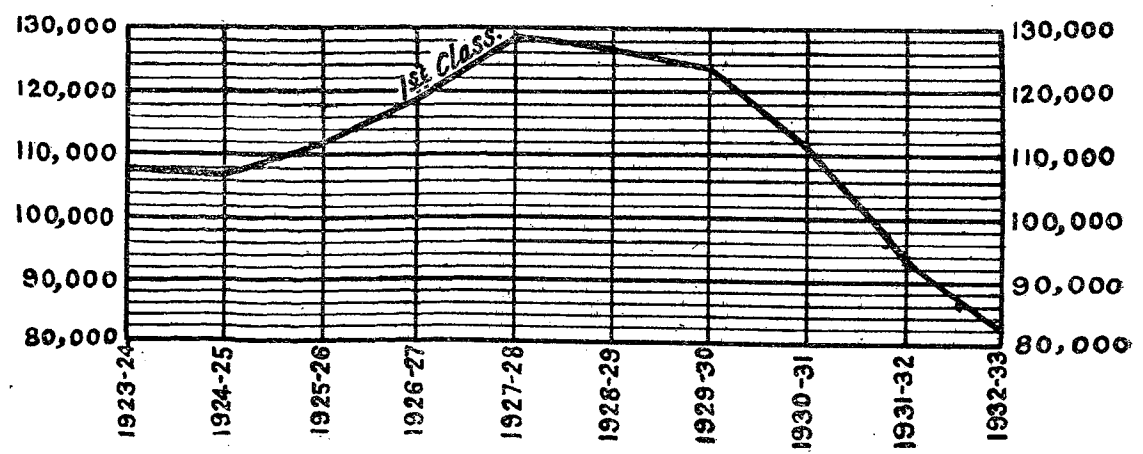
PASSENGER MILES

INDIAN RAILWAYS

(IN THOUSANDS)







The number of passengers carried on Class I Railways during the year 1932-33 decreased by 3·6 millions as compared with 1931-32. The passenger earnings showed a decrease of Rs. 2 lakhs. The following statement shows how these decreases were distributed over the various railways:—

Name of Railway.	Variations in the number of passengers carried as compared with 1931-32.	Variations in earnings as compared with 1931-32.
		Rs.
Assam Bengal	+50,700	-5,53,000
Bengal and North-Western . .	-1,377,100	-60,000
Bengal Nagpur	-1,116,200	-8,33,000
Bombay, Baroda and Central India	+2,683,200	+18,59,000
Burma	-1,638,500	-4,36,000
Eastern Bengal	-2,621,600	-6,77,000
East Indian	-2,011,500	-6,02,000
Great Indian Peninsula . .	+2,673,200	+5,67,000
Jodhpur	+78,000	+1,92,000
Madras and Southern Mahratta .	-2,740,900	+6,12,000
His Exalted Highness the Nizam's State	-754,100	-56,000
North Western	+886,300	-3,31,000
Rohilkund and Kumaon . .	+141,300	+57,000
South Indian	+2,142,800	+62,000
Total .	-3,604,400	-1,99,000

30. *Goods earnings.*—There was a decrease in earnings from goods traffic on all railways amounting to Rs. 1·89 crores, chiefly under oil-seeds, gram and pulses and other grains, wheat, rice, kerosene and sugar.

The statement below shows the tonnage of, and earnings from, the principal commodities on Class I Railways during the last two years. The commodities which showed an appreciable increase are cotton raw and manufactured and iron and steel wrought.

Commodity.	1931-32.		1932-33.		Decrease— Increase + in earnings Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Decreases.					
Oil-seeds . . .	2·37	3·52	2·04	2·88	—64
Gram and pulses and other grains.	2·66	3·58	2·49	3·09	—49
Wheat . . .	1·73	2·16	1·46	1·84	—32
Rice	4·21	3·71	3·61	3·45	—26
Kerosene . . .	0·92	1·62	0·75	1·38	—24
Sugar . . .	0·67	1·51	0·64	1·30	—21
Railway materials .	5·80	0·72	4·84	0·51	—21
Petrol . . .	0·27	0·93	0·24	0·79	—14
Metallic ores . .	2·09	0·58	1·77	0·45	—13

Commodity.	1931-32.		1932-33.		Decrease— Increase+ in earnings (Rs. in lakhs).
	No. of tons originating (in millions).	Rs. (in crores.)	No. of tons originating (in millions).	Rs. (in crores).	
Decreases—contd.					
Salt	1·43	1·93	1·34	1·86	—7
Provisions . . .	1·13	2·83	1·12	2·76	—7
Other commodities .	7·50	9·24	7·25	9·04	—20
Increases.					
Cotton raw and manufactured.	1·30	4·76	1·46	5·19	+43
Iron and Steel wrought	1·10	1·81	1·15	2·00	+19
Jute raw . . .	0·70	0·99	0·81	1·12	+13
Gur, Jagree, Molasses .	0·86	1·27	0·89	1·39	+12
Wood, unwrought .	1·11	0·70	1·18	0·79	+9
Fuel for public and foreign Railways.	18·42	8·83	17·51	8·90	+7
Tobacco . . .	0·27	0·68	0·28	0·73	+5
Materials and stores on revenue account.	11·42	2·31	10·63	2·36	+5
Fruits and Vegetables .	1·47	1·11	1·94	1·15	+4
Fodder . . .	0·81	0·50	0·87	0·54	+4
Military traffic . .	0·27	0·27	0·34	0·30	+3
Manures . . .	0·11	0·09	0·15	0·11	+2
Marble and stone .	2·29	0·70	2·24	0·71	+1
Live stock . . .	0·16	0·52	0·16	0·53	+1
TOTAL .	71·07	56·87	67·16	55·17	—170

31. Alteration in rates and fares.—In view of the continuance of the trade depression few important revisions of rates and fares were made during the year, most avenues for increasing revenue having been explored during the previous year.

Coaching traffic.—The enhancements in passenger fares and in the rates for luggage and parcels traffic which were introduced over certain railways during the previous year remained in force in the current year. In addition, the fares for 1st, 2nd and 3rd classes were enhanced on some other railways during the current year. Cheap single return journey tickets and reduced rates for parcels traffic were introduced on most railways to meet motor bus competition between many points.

Goods traffic.—The surcharge on coal and coke which was introduced during the last year continued during the current year and assisted in conserving revenue. Many special reduced station to station rates were intro-

duced on all railways with a view either to assisting indigenous industries, encouraging movements of traffic or meeting competition with sea, river and road transport.

32. Compensation claims for goods.—The table below shows for each Class I Railway the amounts paid on account of compensation for goods lost or damaged during the last seven years. It will be seen that the total payment for 1932-33 is substantially lower than in previous years. Incidentally it may be mentioned that in 1922-23 the amount of claims paid exceeded Rs. 120 lakhs.

*Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1926-27 to 1932-33.**

Railways.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	Percentage to Goods Earnings.	
								1931-32.	1932-33.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Assam Bengal . . .	20,979	18,006	20,973	19,096	15,976	10,303	5,600	0·10	0·06
Bengal and North-Western	85,369	59,875	45,387	56,914	26,865	25,291	25,866	0·15	0·13
Bengal Nagpur . .	54,988	65,248	1,02,726	77,437	60,128	11,878	14,255	0·02	0·03
Bombay, Baroda and Central India.	2,60,213	1,57,447	1,21,175	1,07,749	96,011	46,910	31,242	0·07	0·05
Burma	41,295	42,791	34,696	18,828	22,129	11,947	9,226	0·05	0·04
Eastern Bengal . .	1,83,822	1,71,266	1,53,676	1,08,360	83,409	47,013	43,211	0·17	0·15
East Indian . . .	3,82,219	2,36,368	2,27,600	1,75,501	1,10,596	90,624	72,983	0·08	0·06
Great Indian Peninsula .	1,92,400	1,18,333	1,45,133	1,11,392	1,15,364	1,11,645	63,868	0·15	0·08
Madras and Southern Mahratta.	84,859	80,517	95,330	1,28,478	70,612	51,557	22,641	0·10	0·05
His Exalted Highness the Nizam's State.	11,211	11,270	11,443	23,075	16,206	11,978	9,899	0·09	0·08
North Western . .	1,55,097	—36,383	99,446	78,321	1,26,939	65,900	59,117	0·07	0·07
Rohilkund and Kumaon .	4,318	7,347	7,204	5,775	2,611	4,574	1,220	0·13	0·03
South Indian . . .	45,169	17,691	28,350	12,992	18,826	13,732	7,320	0·05	0·03
Total .	15,21,939	9,49,776	10,93,139	9,23,864	7,65,672	5,03,352	3,66,448	0·09	0·07

* These figures exclude the amount of credits afforded to home line departments for the loss of their goods.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

33. Capital Expenditure.—At the end of March, 1933, the total capital at charge on all railways, including those under construction, amounted to Rs. 884·90 crores, of which Rs. 797·26 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 87·64 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows :—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689*

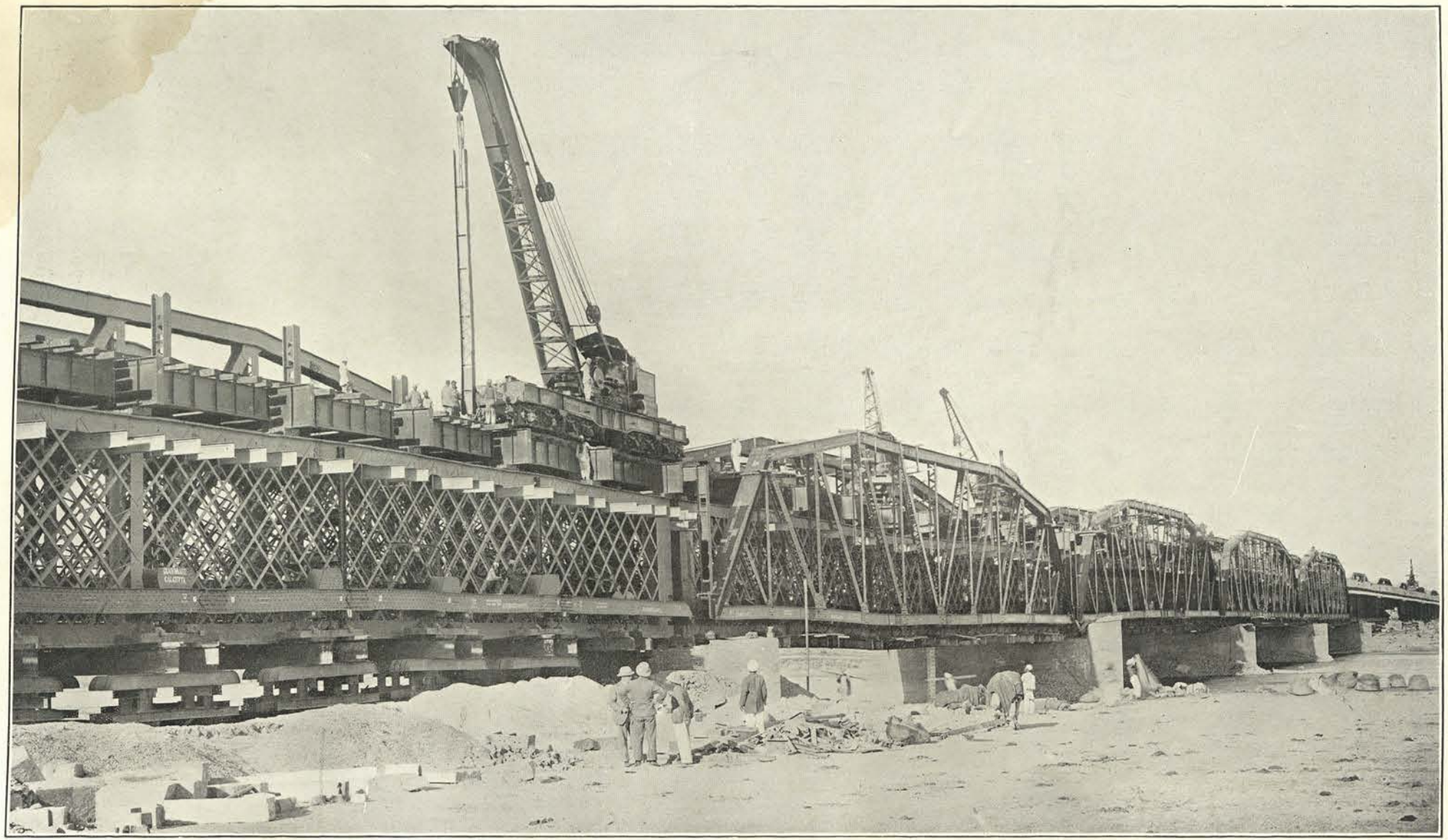
	Rs. (omitting 000)
Direct expenditure by Government	6,27,72,19
The above figure converted at Rs. $13\frac{1}{3}$ = £1 . . .	1,69,39,53*
Total .	7,97,11,72
Add Provincial Railways expenditure . . .	14,61
Grand Total .	7,97,26,33

By far the greater portion of this amount, namely, Rs. 7,56,90,08,000, is Government Capital and only 1-20th or Rs. 40,36,25,000 is owned by Companies. These figures include Rs. 34·30 crores on account of capital expenditure to the end of March 1933, on strategic lines.

34. The total capital outlay on all railways during 1932-33 was Rs. 1·11 crores, of which Rs. 0·07 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. 0·07 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1928-29	12·47	3·98	16·45	8·96	25·41
1929-30	18·12	5·55	23·67	6·51	30·18
1930-31	5·29	3·81	9·10	4·11	13·21
1931-32	1·74	2·16	3·90	2·79	6·69
1932-33	0·05	—0·55	—0·50	0·57	0·07

* £8,006 converted at the rate of £1=Rs. $13\frac{1}{3}$ and the balance of E 120,813, 683 converted at the average rate of exchange, ruling in the year in which the liabilities were increased.



Jumna Bridge at Delhi: View from Delhi Abutment showing new girders being erected on the existing spans.

Betwa Bridge.

35. The distribution of the capital outlay in 1932-33 over the different State-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur . . .	0·11	0·03	0·14	0·08	0·22
Bombay, Baroda and Central India	0·08	0·06	0·14	..	0·14
Eastern Bengal . . .	0·05	0·05	0·10	0·16	0·26
East Indian	0·15	0·10	0·25	0·10	0·35
Great Indian Peninsula . .	—0·28	—0·44	—0·72	—0·01	—0·73
Madras and Southern Mahratta .	—0·02	0·08	0·06	—0·02	0·04
North Western . . .	—0·12	—0·56	—0·68	—0·02	—0·70
South Indian	0·05	0·14	0·19	0·07	0·26
Other Railways . . .	0·03	—0·01	0·02	0·21	0·23
Total .	0·05	—0·55	—0·50	0·57	0·07

36. Lines opened during 1932-33.—305·92 miles of railways were opened to public traffic during the year and consisted of :—

177·79 miles on the 5′ 6″ gauge.
128·13 miles on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Sultanpur Zafarabad . .	5′ 6″	56·78	State . .	East Indian Railway.	25th May 1932.
Calcutta Chord . . .	5′ 6″	9·34			1st Februlry 1932.
Jeenagorah Branch . . .	5′ 6″	0·86			31st January 1933.
Sangam Station . . .	5′ 6″	1·13			1st September 1932.
Mohamadabad Bidar to Udgir .	5′ 6″	50·02	Indian State Line.	His Exalted Highness the Nizam's State Railway.	1st July 1932.
Udgir to Purli	5′ 6″	59·66			1st March 1933.
Tangla to Majbat . . .	3′ 3⅜″	27·27	State . .	Eastern Bengal Railway.	1st December 1932.
Majbat to Rangapara . .	3′ 3⅜″	25·05			7th February 1933.
Polachi Palghat . . .	3′ 3⅜″	34·00		South Indian Railway.	1st April 1932.
Visavadar Dhari . . .	3′ 3⅜″	19·49	Indian State Line.	Junagad State Railway.	15th December 1932.
Garbor Road to Khambli Ghat .	3′ 3⅜″	22·32		Udaipur Chitorgarh Railway.	16th November 1932.

37. Lines sanctioned in 1932-33.—During the year under review no new line was sanctioned for construction.

38. Lines under active construction on 31st March 1933.—At the end of the financial year 1932-33 a total of 36·55 miles of new lines was under active construction, distributed as follows :—

	Miles.
5′ 6″ gauge	9·34
3′ 3⅜″ gauge	27·21
2′ 6″ gauge	*nil.*
2′ 0″ gauge	*nil.*
Total .	36·55

The lines under active construction are given in the table below, which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working agency.	* Progress of work (Proportion completed) on 31st March 1933.
1. Calcutta Chord . . .	5′ 6″	9·34	East Indian Railway	·99
2. Irrawady Bridge at Sagaing .	3′ 3⅜″	4·86	Burma Railways .	·82
3. Khambli Ghat-Phulad (Mauli-Sursinghjika Gudha).	3′ 3⅜″	13·00	Mewar Darbar .	·05
4. Arasalu-Anantapur . . .	3′ 3⅜″	9·35	Mysore Railway .	·39
Total .	..	36·55		

* ·30 signifies that $\frac{3}{10}$th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

39. The following is a brief account of the more important lines, which were under construction during the year :—

(i) *Calcutta Chord Railway.*—In last year's report it was stated that the Calcutta Chord Railway was expected to be opened to passenger traffic in January 1933; and as a result of an inspection made in March 1933, the line was found quite fit for the public carriage of passengers, subject to a speed restriction of 30 miles per hour for all trains. As, however, there was nothing to be gained by running passenger and mail trains over the line, and it was more convenient for the public that such trains should continue to be run *viâ* Naihati, the line was opened for mineral traffic but not for use by passage trains.

(ii) *Talala-Visavadar-Dhari Railway Extension.*—The construction of this branch, a length of 47·27 miles on the metre gauge, was sanctioned in October, 1929, at an estimated cost of Rs. 37,93,560. It consists of two sections, *viz.*, Talara to Visavadar (27·78 miles) and Visavadar to Dhari (19·49 miles). The section from Talala to Visavadar is entirely in Junagad State territory, but the other section lies partly in Baroda territory, and the Baroda Durbar agreed to supply land free of charge. The section of the line from Visavadar to Dhari was opened on 15th December 1932. The entire line is financed and is being constructed by the Junagad Durbar, for the purpose of developing the southern portion of Kathiawar.

(iii) *Mauli-Sursinghjika Gudha extension of the Udaipur Chitorgarh Railway.*—The first and second sections of the railway, *viz.*, Mauli-Kankroli (19·00 miles) and Kankroli-Garbor Road (24·56 miles), were opened on 1st November 1930 and 20th January 1932, respectively. The third section, *viz.*, Garbor Road to Khambli Ghat (22·32 miles) was opened during the year under review on 16th November 1932. The remaining portion of the line from Khambli Ghat to Phulad (13 miles) passes through hilly country and is still incomplete. On completion of this portion, a through metre gauge connection will be established between the Udaipur and Jodhpur Railways.

(iv) *Arasalu-Anantapur Railway.*—The construction of this metre gauge line, which is 9·35 miles long, was started by the Mysore Durbar in July 1931, and more than one-third of the work has been completed. The line is expected to be ready for opening by March 1934.

(v) *Chamrajanagar-Kollegal Railway.*—Work on the construction of this line has not yet been started by the Mysore Durbar.

40. Important lines opened during 1932-33.—Of the lines opened during the year, the following may be specially mentioned :—

(i) *Tangla-Belsiri-Rangapara Railway.*—This line was opened for public traffic in two sections. The Tangla-Majbat section (27·27 miles) was opened on the 1st December 1932, and the Majbat-Rangapara section (25·05 miles) on the 7th February 1933. The railway runs through large areas of thinly populated though potentially rich agricultural land and extensive forest reserves, and supplies a permanent and reliable means of communication in a district where communications were previously very inadequate.

(ii) *Lucknow-Sultanpur-Zafarabad Branch.*—As stated in the report for the year 1931-32, the first and second sections of the Lucknow-Sultanpur-Zafarabad Branch had already been opened to traffic before the end of that year. The last section of the line from Sultanpur to Zafarabad, a length of 56·78 miles, was opened to public traffic on the 25th May 1932. This section connects with the Moghalserai-Lucknow section (Fyzabad Loop) at Zafarabad.

(iii) *Vikarabad-Bidar Extension of His Exalted Highness the Nizam's State Railway—(Bidar-Purli section).*—This metre gauge railway, which is 109·68 miles long, traverses the watersheds of the Manjira and Godavari Rivers. It was opened for public traffic in two sections. The first section from Bidar to Udgir (50·02 miles) was opened on 1st July 1932, and the second section from Udgir to Purli (59·66 miles) on 1st March 1933.

41. Important New Works.—(i) *Vizagapatam Harbour.*—A satisfactory rate of progress in the construction of Vizagapatam Harbour was maintained throughout the year. During the progress of work it was found that large deposits of sand accumulate in the outer portion of the dredged entrance channel and form a bar, due to the regular drifting of sand along the coast as a result of wave action, and that the rate of accumulation is accentuated when there is a disturbance in the Bay of Bengal, even of moderate intensity. It was feared that trouble might be experienced in future, in maintaining the channel free of silt and keeping the Harbour open to ocean-going vessels, and means for dealing with the trouble were considered. After a series of investigations, it was decided to provide a sand-trap on the southern side of the outer channel, with a view to inducing the bulk of the drifting sand to deposit clear of the channel, and also to construct an island breakwater, with two old ships' hulls as its nucleus, in order to localise the deposit as far as possible and also to enable a dredger to cope with the accretion even in moderately bad weather, in the shelter afforded by the breakwater. The sand-trap was dredged during the calm season operations which were concluded in April 1932. The two ships for the breakwater arrived at Vizagapatam in November 1932 and were successfully scuttled, in January 1933. The work of consolidation, round the nucleus formed by the ships' hulls, was immediately taken in hand and by the end of the year under review 114,700 tons of graded boulders had been placed in position in and around the vessels. In addition to the work done on the breakwater and sand-trap, the dredging of the entrance channel, the southern lighter channel and the turning basin was proceeded with, the plant available being used to the best advantage according to the urgency of the different items of the work, and the construction of the powerhouse was in progress throughout the year. The resources of the harbour in respect of water-supply were also being developed, and other main items of work, *e.g.*, moorings for three berths, dredger workshop, manganese dumps, reclamation of the main part of the harbour estate and railway facilities, were practically completed.

(ii) *Dohad workshops, Bombay, Baroda and Central India Railway.*—The foundry, the electric power supply and certain workshop machinery for the ' Locomotive Repair ' and ' Manufacturing ' units at Dohad, which were left unfinished at the end of the previous year, were completed during the course of the year under review, and good progress was maintained also on the further works intended to provide housing and other amenities for the staff of the workshop colony, which are all nearing completion. The scheme will be

practically complete when certain machines now installed at Parel have been dismantled and re-erected in the new shops at Dohad.

(iii) *Bridge over the Irrawaddy at Sagaing.*—A brief account of the project appeared in last year's report. Considerable progress has since been made and it is anticipated that the bridge will be completed by the end of November or early in December 1933. The bridge when brought into use will be named the "Ava Bridge", after the old fort of Ava which is situated near the abutment of the bridge on the left bank of the river.

(iv) *New Store Yard at Belur.*—The original scheme for a new store yard at Belur, which was estimated to cost Rs. 23 lakhs, was mentioned in the report for the year 1927-28. Subsequently a modified scheme for the construction of the store yard in question was proposed and will, it is estimated, cost Rs. 7·43 lakhs, including the necessary land. The modified scheme, which has been sanctioned, is expected to give all the advantages of the original scheme at a much lower cost.

42. Open Line Improvements.—*Barakar Bridge.*—This project was mentioned in last year's report. Good progress has since been made and it is expected that the work will be completed by the middle of 1933.

(i) *Rup Narain Bridge.*—A brief account of the progress made on the doubling of this bridge appeared in last year's report. Satisfactory progress was maintained and the work was completed during the year under review; the new line over the bridge being opened for public traffic in March 1933.

(ii) *Kotri Bridge on the river Indus, North Western Railway.*—The erection of all the new spans has been completed and only some work remains to be done on the roadways.

(iii) *Jumna Bridge, Delhi.*—For some time past it had been recognised that the girders of the Down line on the Delhi-Jumna Bridge were in a very unsatisfactory condition. These girders were originally erected in 1861, and tests made during the year under review showed that the metal was no longer capable of withstanding the stresses for which the girders were originally designed. It was, therefore, essential that they should be replaced without further delay, and the work was accordingly sanctioned at an estimated cost of Rs. 23¼ lakhs. The new girders are designed for the H. M. Standard of railway loading *plus* modern roadway loading on a proper roadway to carry vehicular traffic. The roadway will replace the old pedestrian footway and cattle track, and the estimated cost of Rs. 7 lakhs for the roadway is being contributed by the local civil authorities. The original girders are being used, after slewing and lowering as required, to act as service girders for the erection of the new spans. The work is progressing satisfactorily and expeditiously, and the material of 6½ spans, out of a total of 12 spans to be erected, has already been placed *in situ.*

(iv) *Mahanadi Bridge on Katni Branch.*—Due to excessive vibration on the very weak girder spans of the old Mahanadi Bridge, the masonry in the piers had disintegrated and the bridge was declared unsafe at the critical time when the Johilla and Nerbudda Bridges, on the Katni branch and Satpura line respectively, were washed away in September 1926. Moreover, the water level in the Mahanadi River on that occasion rose up to and lapped over the bottom booms of the girders of the bridge. For these reasons it was considered advisable to rebuild the bridge on a new alignment a little down stream of the present site, and an estimate for a new bridge, amounting to Rs. 8,98,132 was sanctioned accordingly in November 1932. The new bridge will consist of four spans, each 150 ft. long, designed for modern standards of loading.

(v) *Nerbudda Bridge near Broach.*—The old Bombay, Baroda and Central India Railway bridge over the Nerbudda River was built in 1875, and the girders, which were designed to carry the train loads then in force or anticipated, were by 1903 below strength for the standard of loading adopted in that year for future bridge designs, and the necessity of reconstructing the bridge has been felt for some years past. Originally it was intended to strengthen the existing bridge by the addition of intermediate piers where necessary, but on further consideration it was decided to build an entirely new

double track bridge on a new site. An estimate amounting to Rs. 1,04,19,661 was accordingly sanctioned in August 1932 for a new bridge, designed for the heaviest standard of loading now in force on broad gauge railways in India, and comprising 16 double track main spans, supported on concrete abutments and piers, and having a total length of 4,600 ft. On completion of the new bridge, it is proposed to hand over the existing bridge to the Local Government on payment of a sum of Rs. 5 lakhs, for use as a road bridge. Satisfactory progress has been made in carrying out the necessary preliminary works, such as acquisition of land, construction and consolidation of the approach banks, erection of temporary works and laying of temporary tracks. A contract for the construction of the bridge, including the supply of the girders and other necessary steelwork, has also been placed with Messrs. Braithwaite and Co. (India), Ltd.

(vi) *Shoranur Cochin Railway conversion, South Indian Railway.*—A brief account of the project appeared in the report for the year 1931-32. Further good progress has since been made and about 40 per cent. of the work has been completed. The line is expected to be ready for opening by about the end of 1934.

(vii) *Renewing sleepers on the main line of the Bengal Nagpur Railway.*—The main line of the Bengal Nagpur Railway between Khargpur and Nagpur and between Adra and Sini, aggregating a total length of 109·3 miles, was originally laid with Douglas Fir sleepers. A large number of these sleepers had reached a stage when fast traffic on them was no longer safe and accordingly, in October 1932, sanction was accorded to an estimate, amounting to Rs. 18,31,242, of the cost of replacing the wooden sleepers with new metal sleepers. A special feature of this sanction was that the Bengal Nagpur Railway was asked to obtain the necessary cast iron sleepers in accordance with an agreement that was entered into between the Railway Board and the Indian Iron and Steel Company. The complete scheme is expected to take about 4 years to complete, if funds are available to carry on the work according to programme, which provided for about 40 miles of line to be completed in the year under review.

(viii) *Raipur avoiding yard.*—The necessity for increasing the traffic facilities at Raipur to cope with the growing requirements of the main line itself, as well as with the additional traffic expected on the opening of the Raipur Vizianagram Railway, had long been considered and a scheme to give effect to it, at a cost of Rs. 22 lakhs, had been prepared. Subsequently, however, owing to the very considerable falling off in general traffic, the idea of providing the complete scheme was abandoned and a modified scheme was sanctioned, at a cost of Rs. 6·62 lakhs, providing only for the minimum requirements on first opening of the new Raipur Vizianagram Railway. The facilities consist of a temporary yard, a sick siding and a shunting neck, with necessary staff quarters and a running room, and comprise the preliminary stage of the complete scheme to be undertaken when traffic conditions return to normal.

CHAPTER IV.

TRANSPORTATION AND WORKING.

43. Statistics.—In Volume II of the Report will be found the financial and statistical summaries and statements for the year under review with the corresponding statistics for the preceding year (1931-32), which cover practically the whole range of railway working including both the financial and operating aspects. The following brief references to some of the more important operating statistics may prove of interest.

The business handled by railways is reflected in the figures of passenger miles for passenger traffic and net ton miles for goods traffic. These terms mean the total number of passengers and tons of goods carried multiplied by the number of miles over which they are moved. The following table shows the amount of traffic, expressed in terms of passenger and ton miles, carried over Class I Railways in 1932-33 compared with the previous two years :—

Particulars.	In thousands.			
	1930-31.	1931-32.	1932-33.	Percentage of increase (+) or decrease(−) compared with 1931-32.
Passenger miles	19,708,551	17,339,974	**16,890,772**	—2·59
Net ton miles	19,711,926	17,734,697*	**16,632,652**	—6·21

* Revised figure.

It will be seen that there has been a considerable drop in passenger and net ton miles during the year under review compared with the previous two years, due mainly to the general decline in the trade of the country. These figures of net ton miles, which do not include materials and stores carried in departmental trains, *i.e.*, trains run by railways for their own purposes, represent about 97 per cent. of the total traffic carried on all Indian Railways.

Service performed.—The following table shows the number of train miles run to carry the above mentioned traffic. It will be observed that there has been an appreciable decrease in passenger and goods including proportion of mixed train miles on all gauges during the year under review as compared with 1930-31 and 1931-32. Full details of train and engine miles of Class I Railways will be found in statement No. 17 of Volume II, and that of Classes II and III railways in statement No. 37 :—

(Figures are in thousands.)

Particulars.	Class I Railways, Broad Gauge.				Class I Railways, Metre Gauge.				Class I Railways, Narrow Gauge.			
	1930-31.	1931-32.	1932-33.	Percentage of variations with 1931-32.	1930-31	1931-32.	1932-33.	Percentage of variations with 1931-32.	1930-31.	1931-32.	1932-33.	Percentage of variations with 1931-32.
Passengers (including proportion of mixed) train miles.*	69,211	63,139	62,498	—1·02	32,269	30,444	30,354	—0·30	2,530	2,374	2,301	—3·08
Goods (including proportion of mixed) train miles.*	42,094	37,290	35,799	—4·00	21,228	18,920	18,217	—3·72	1,701	1,613	1,559	—3·35

* Includes mileage of electric locomotive trains.

In addition to the train services mentioned above, a large amount of directly unproductive or " other " engine miles, *viz.*, shunting, light and assisting, were run. This mileage was equivalent to 17 per cent. of the total engine miles including departmental. The total departmental train and engine mileage, which is also unproductive, amounted to 8,731 thousand miles, or about 5 per cent. of the total engine miles of the unproductive mileage, the largest portion being on account of shunting miles. The following table shows the proportion of shunting engine mileage per 100 train miles for the last three years both on the broad and metre gauges :—

Particulars.	Broad Gauge.				Metre Gauge.			
	1930-31.	1931-32	1932-33.	Percentage of variations with 1931-32.	1930-31.	1931-32.	1932-33.	Percentage of variations with 1931-32.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·31	5·54	5·51	—0·54	5·10	5·04	5·35	+6·15
Shunting miles per 100 train miles (Goods and proportion of mixed).	37·5	36·4	37·0	+1·65	33·2	31·7	31·6	—0·32

Goods trains.—The average through speed of goods trains which is the average speed worked out on the total time taken by a train from start to finish of its run inclusive of stops *en route* shows an improvement, being 11·5 miles per train engine hour on the broad gauge and 10·8 on the metre gauge as compared with 11·0 and 10·5 respectively for the previous year. The final index of goods train working, *viz.*, " net ton miles per engine hour " increased from 1,823 in the previous year to 1,827 on the broad gauge and from 830 to 836 on the metre gauge.

Engines.—The work done by engines is expressed by the figure " engine miles per engine per day ". Based on the number of engines on the line, this figure remained the same as last year, *viz.*, 60 on the broad gauge, whereas on the metre gauge it decreased from 62 to 60. Based on the number of engines in use, the number of engine miles per engine per day increased from 103 to 105 on the broad gauge, but remained the same as last year, *viz.*, 99 on the metre gauge. The percentage of engines under or awaiting repairs in mechanical and transportation workshops decreased from 18·1 to 17·6 and from 14·3 to 13·7 on the broad and metre gauges, respectively.

44. Wagon Usage.—The amount of work got out of the available wagon stock is expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles performed by a wagon per day. It should, however, be noted that in the case of both statistics, the figures indicate the work done by the total number of wagons on railways and not only by the wagons actually in use, as all empty wagons—whether running or lying excess in sidings—are taken into account. The following table shows these two results for 1932-33 compared with the previous year :—

	Wagon miles per wagon day.		Net ton miles per wagon day.	
	1931-32.	1932-33.	1931-32.	1932-33.
Broad gauge	31·5	30·5	277	261
Metre gauge	25·4	24·0	128	120

The average percentage of unserviceable wagons in mechanical and transportation workshops and sick lines to the total number of goods wagons showed an increase from 7·85 to 12·87 on the broad gauge and from 2·63 to 2·93 on the metre gauge.

Passenger vehicles.—The percentage of passenger vehicles under or awaiting repairs in mechanical and transportation workshops and sick lines to the total number on the line increased from 10·34 to 11·21 on the broad gauge and from 8·30 to 8·41 on the metre gauge.

Turning to individual railways some of the principal features of the year's transportation working are detailed below :—

Bengal Nagpur Railway.—The shunting miles per 100 passenger and proportion of mixed train miles (excluding departmental) on the broad gauge recorded an appreciable reduction from 8·91 to 6·63, while the figures for shunting miles per 100 goods and proportion of mixed train miles (excluding departmental) rose from 46·8 to 49·6. The wagon miles per engine hour (including departmental) on the broad gauge rose from 173 to 176 and from 112 to 115 on the narrow gauge. The cost of repairs and maintenance per carriage on line on the broad gauge decreased from Rs. 935·7 to Rs. 799·9.

Eastern Bengal Railway.—The net ton miles per engine hour have advanced from 1,051 to 1,086 on the broad gauge and from 730 to 820 on the metre gauge. The shunting miles per 100 passenger and proportion of mixed train miles (excluding departmental) on the broad and metre gauge rose from 8·20 and 8·82 to 8·95 and 9·17, respectively, while the figures per 100 goods and proportion of mixed train miles (excluding departmental) were appreciably reduced both on the broad and metre gauges, *viz.*, from 86·2 and 47·6 to 74·5 and 39·4, respectively.

East Indian Railway.—The average number of loaded wagons per train increased from 34 to 35 on the main line but remained the same, *viz.*, 23 on the branch lines. The net ton miles per engine hour increased from 2,190 to 2,229.

Great Indian Peninsula Railway.—On the broad gauge the net load in tons per goods train worked by steam and electric locomotives improved from 329 and 454 to 355 and 465, respectively. The net ton miles per engine hour also increased from 1,773 to 1,927.

Madras and Southern Mahratta Railway.—The wagon miles per engine hour (including departmental) increased from 211 to 214 on the broad gauge and from 161 to 165 on the metre gauge.

South Indian Railway.—The net train load rose from 220 tons in 1931-32 to 228 in 1932-33 on the broad gauge while on the metre gauge it decreased from 149 to 145.

The engine miles per day per engine in use increased from 110 to 111 on the broad gauge and from 100 to 102 on the metre gauge. The following table shows the distinct improvement in the net ton miles per engine hour :—

	1931-32.	1932-33.
(*a*) Including Departmental—		
Broad gauge	835	**844**
Metre gauge	578	**651**
(*b*) Excluding Departmental—		
Broad gauge	1,027	**1,046**
Metre gauge	781	**793**

45. Fuel Economy.—The results obtained from the Fuel Economy campaign during 1932-33 are illustrated in graphical form. The results are on the whole satisfactory.

The Fuel Economy Committee met the Fuel Officers of State Railways once during the year (in August 1932) to review the progress and results

COAL CONSUMPTION.

EASTERN BENGAL RAILWAY.

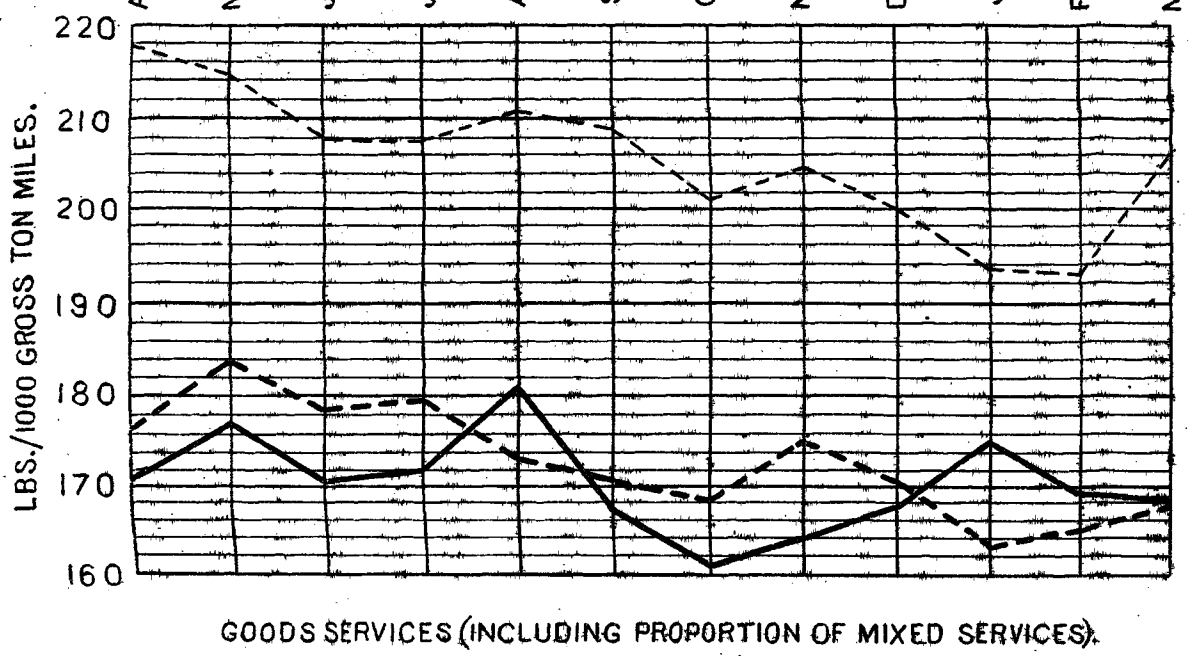
5'-6" GAUGE.

1926-27 - - - - - - -

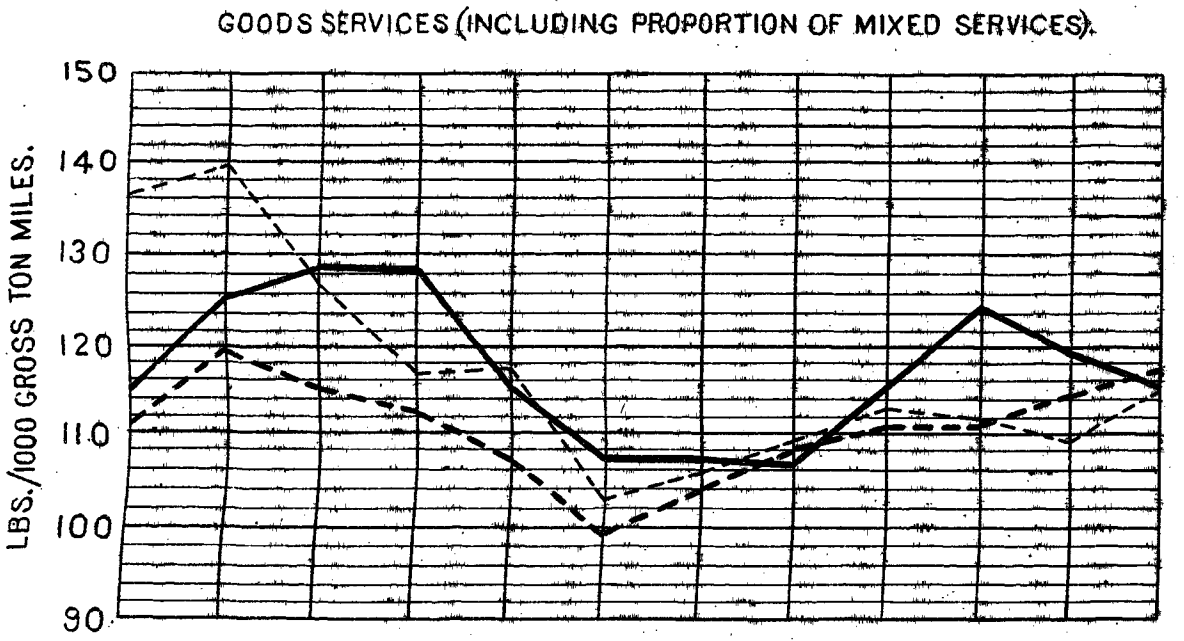
1931-32 — — — —

1932-33 ————

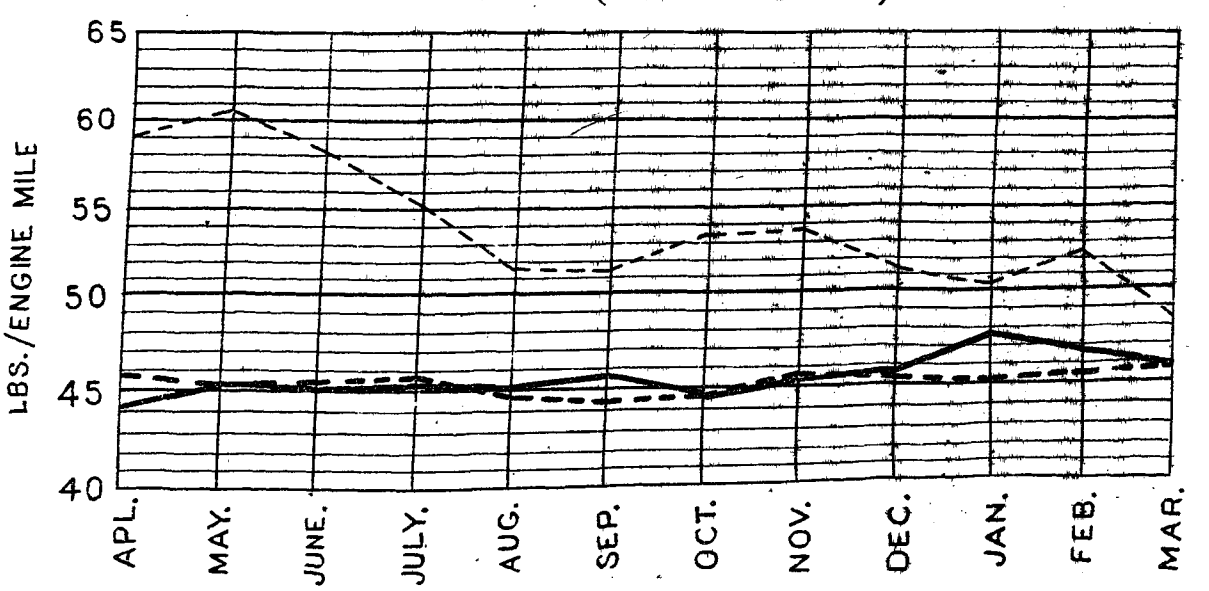
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION.

EASTERN BENGAL RAILWAY.

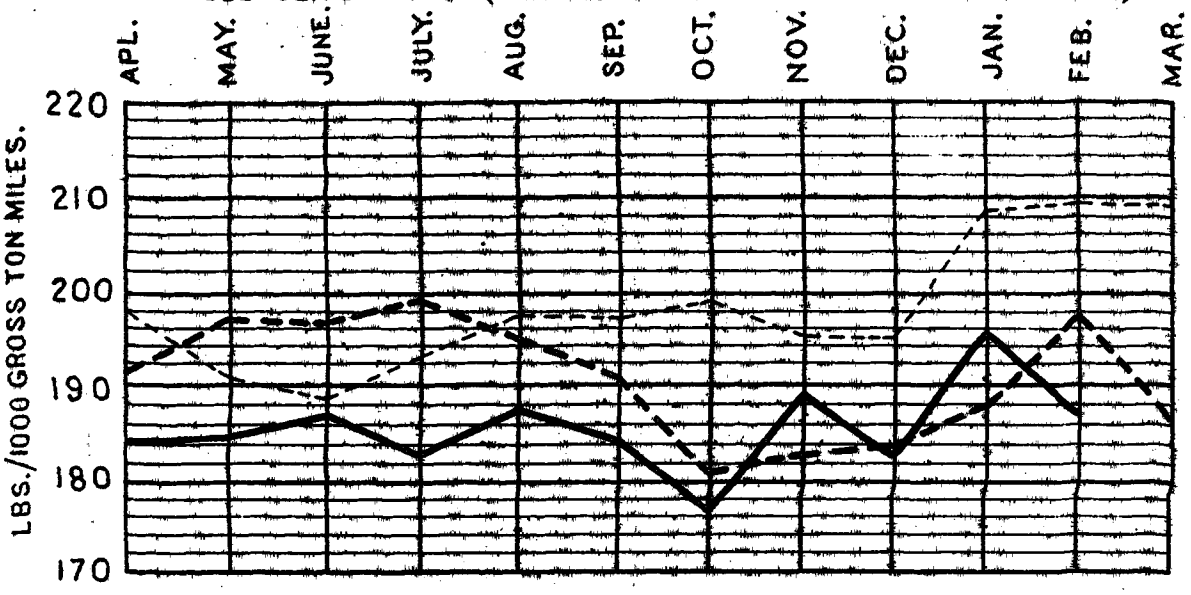
3'-3 3/8" GAUGE.

1926-27 - - - - - - - -

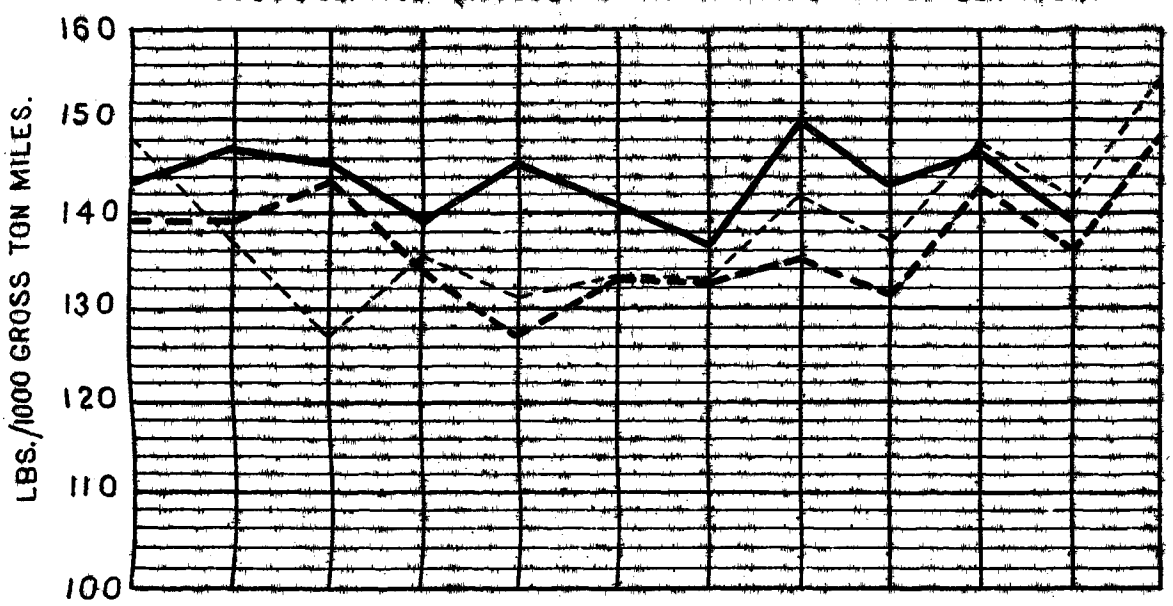
1931-32 — — — —

1932-33 ————————

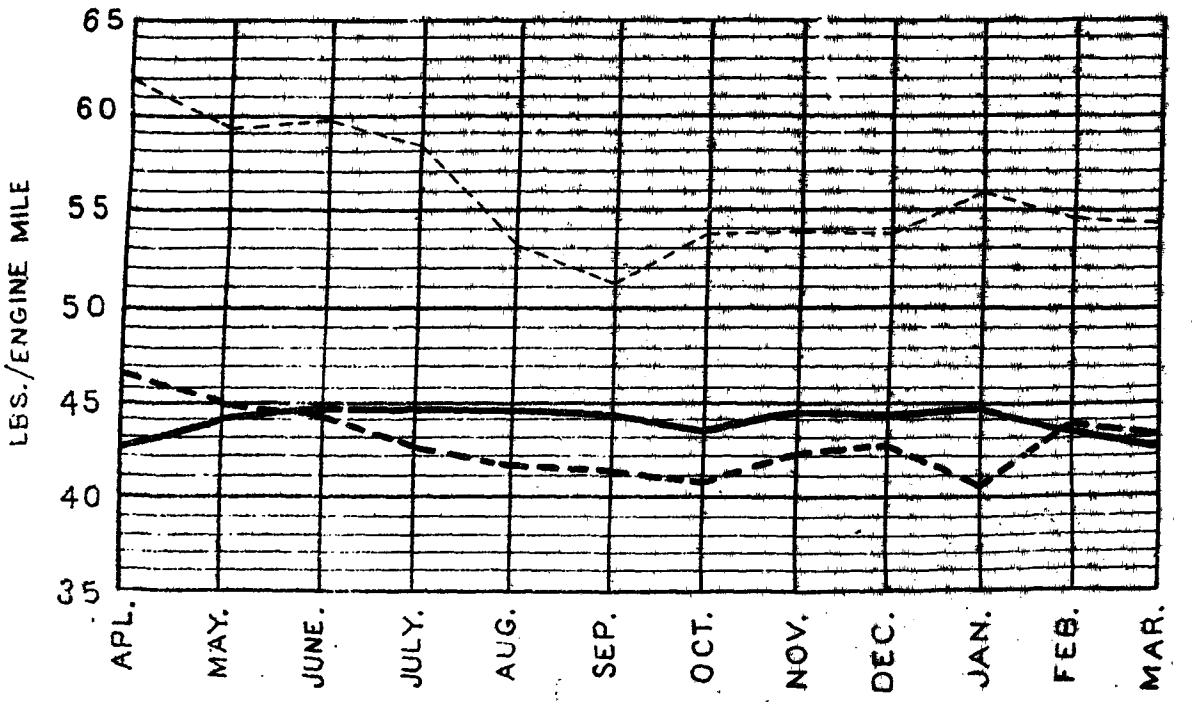
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION.

EAST INDIAN RAILWAY.

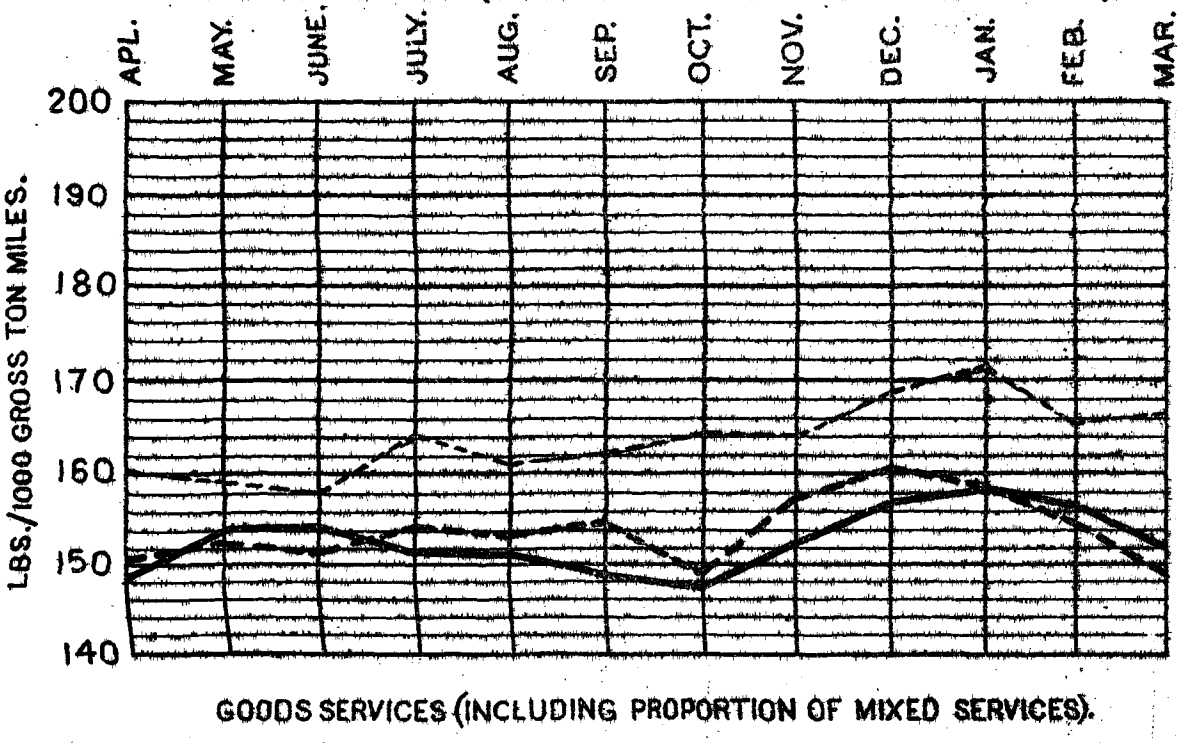
5'-6" GAUGE.

1926-27 .....

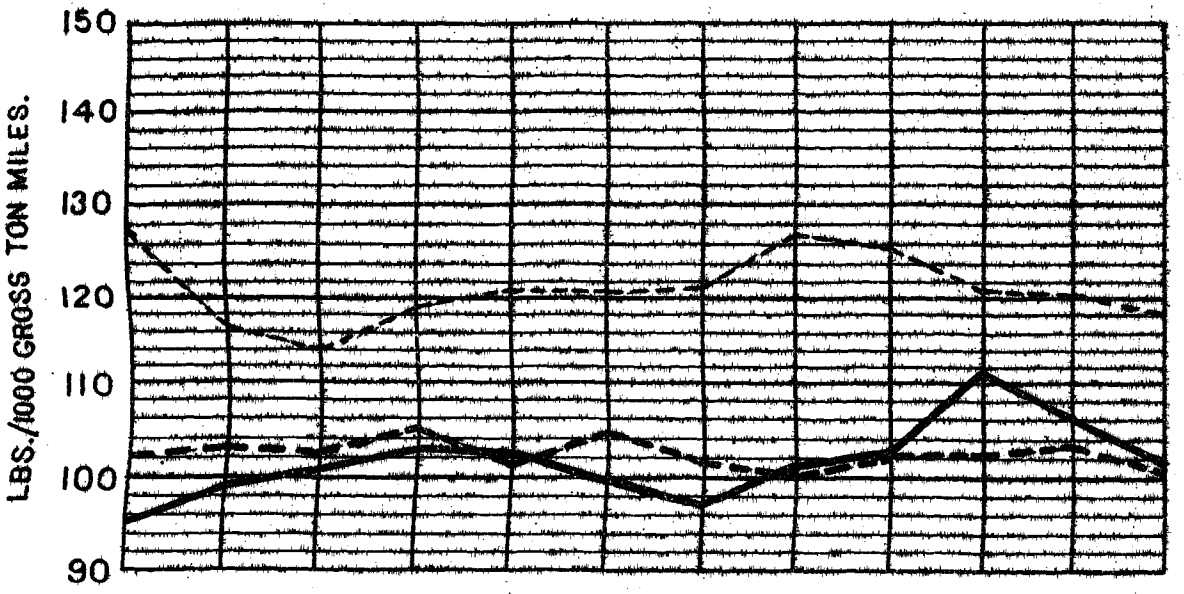
1931-32 – – – –

1932-33 ———

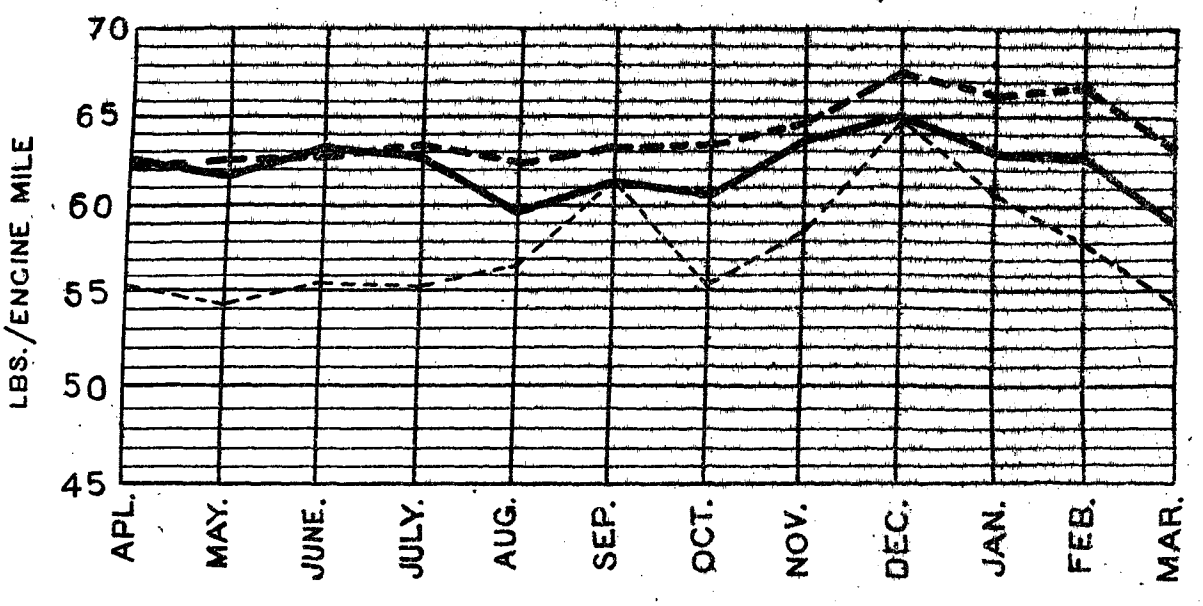
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



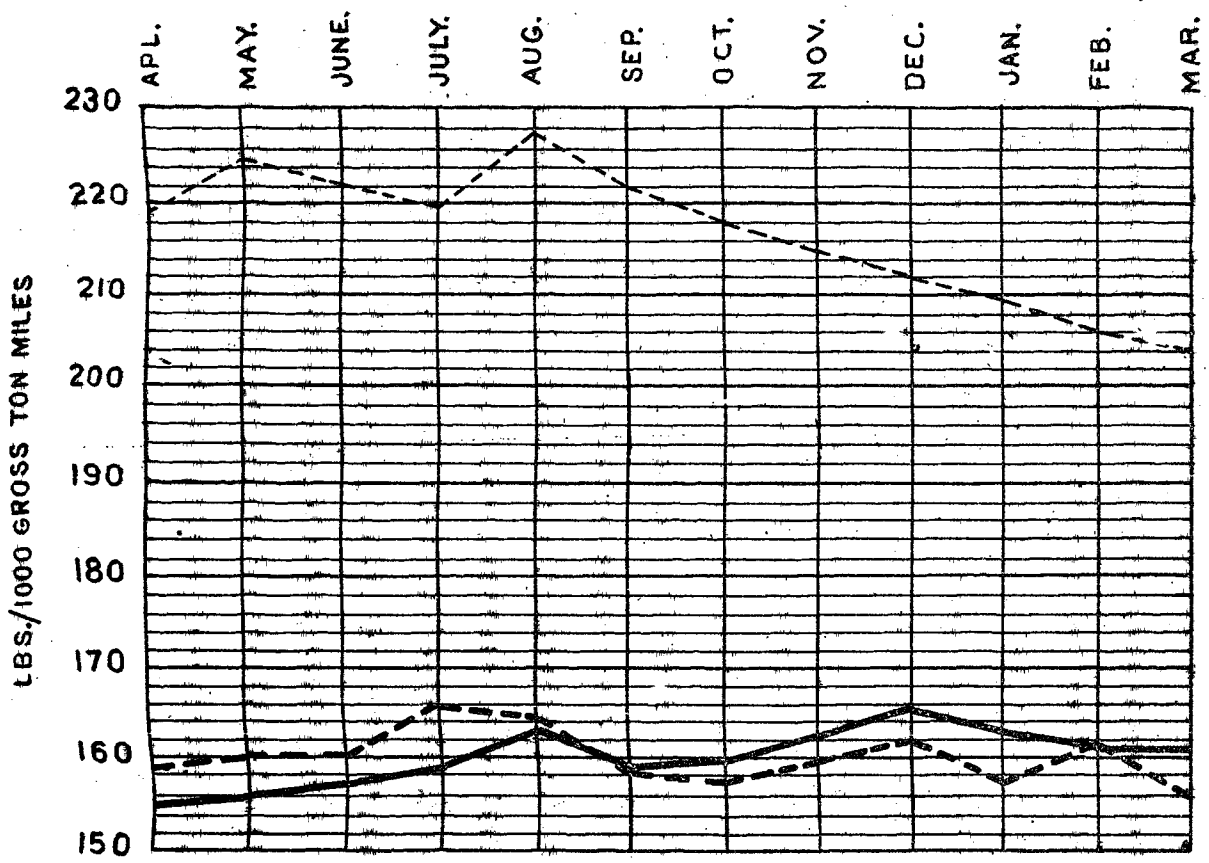
COAL CONSUMPTION.

GREAT INDIAN PENINSULA RAILWAY.

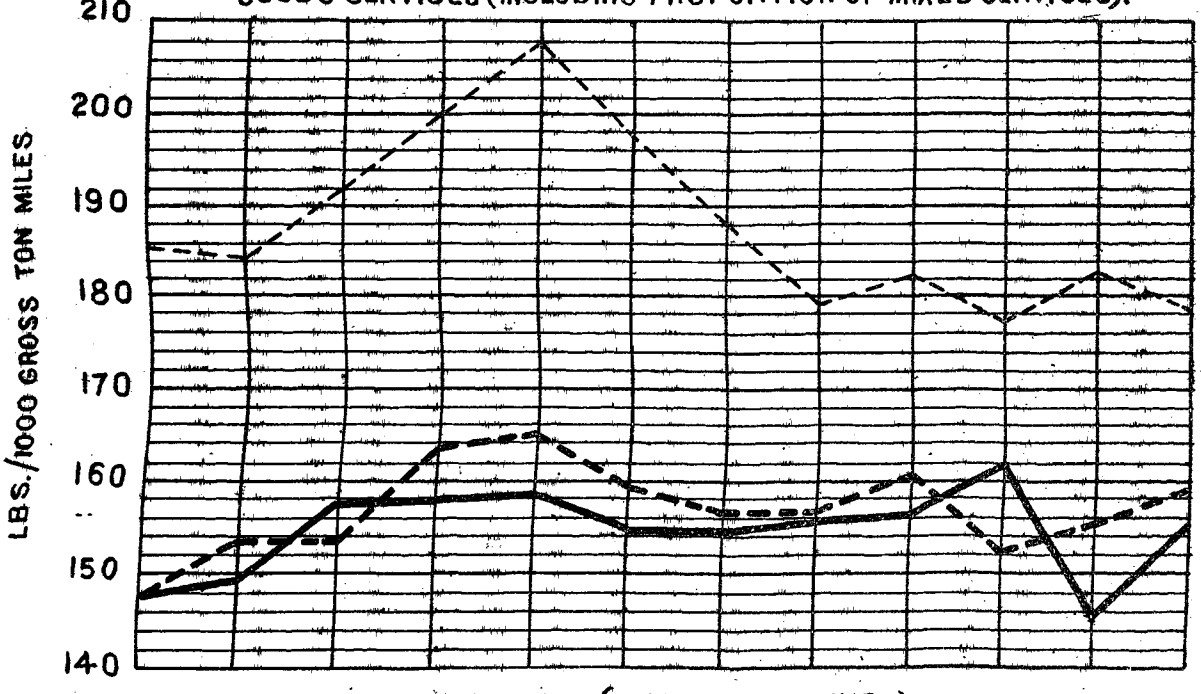
5'-6" GAUGE.

1926-27 _____ 1931-32 - - - - - - 1932-33 ———

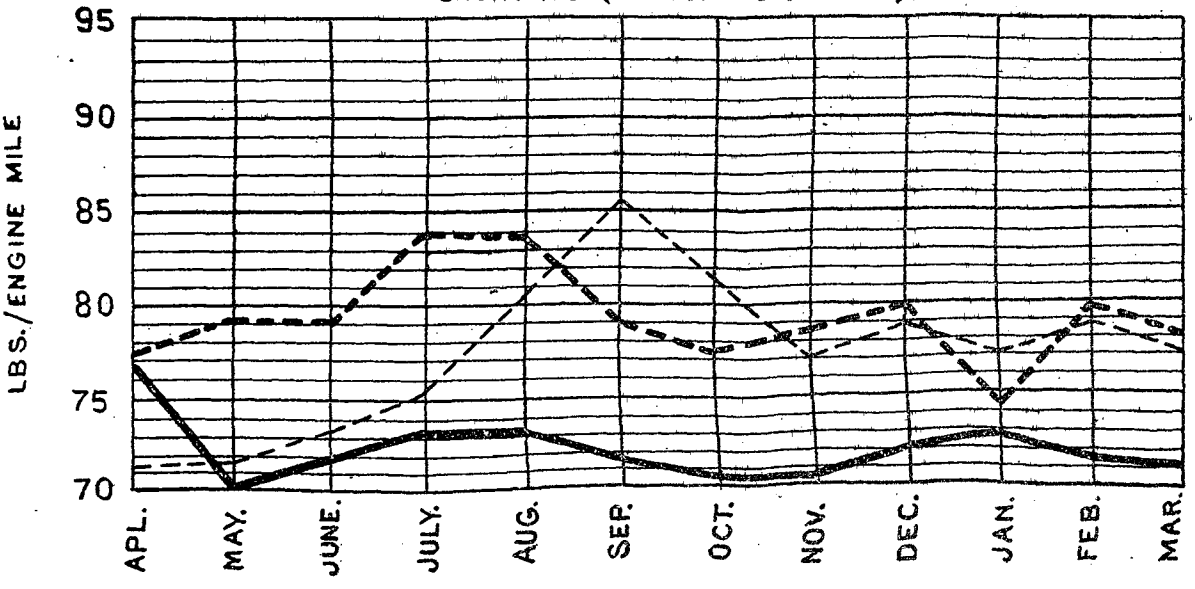
PASSENGER SERVICES.(INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION.

NORTH WESTERN RAILWAY.

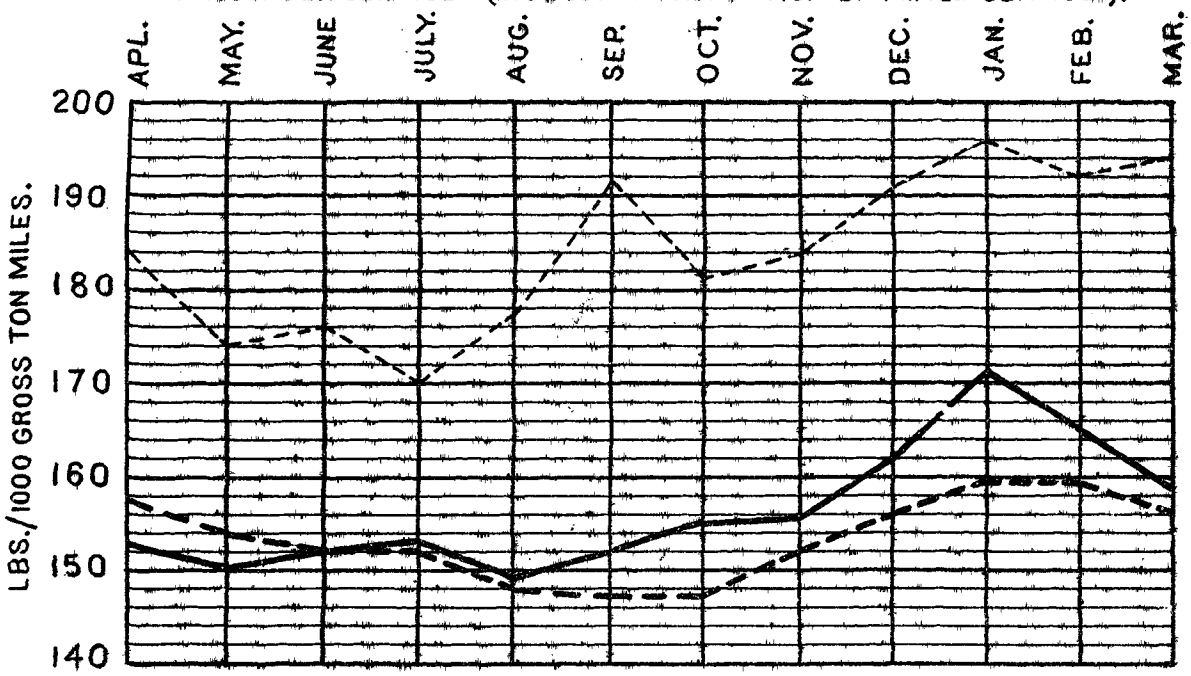
5'-6" GAUGE.

1926-27 --------

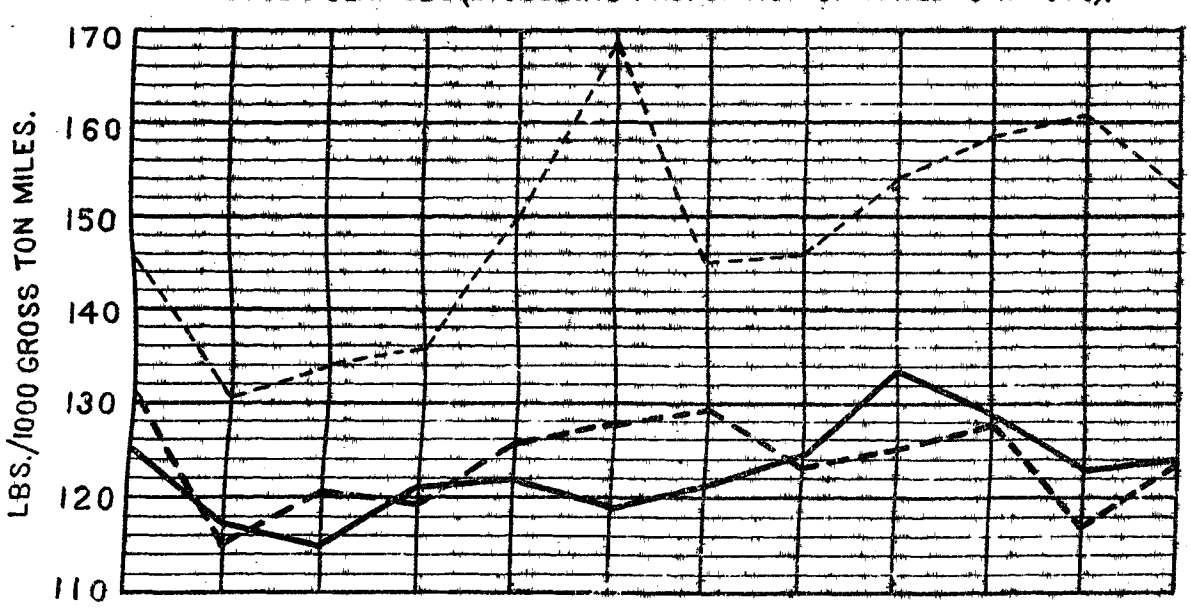
1931-32 — — — —

1932-33 ————

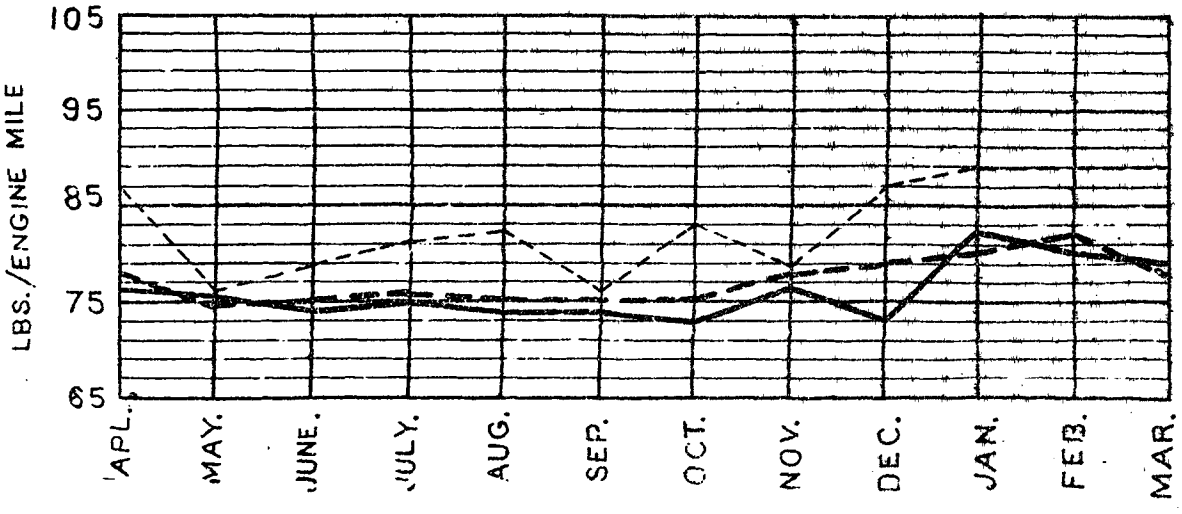
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).

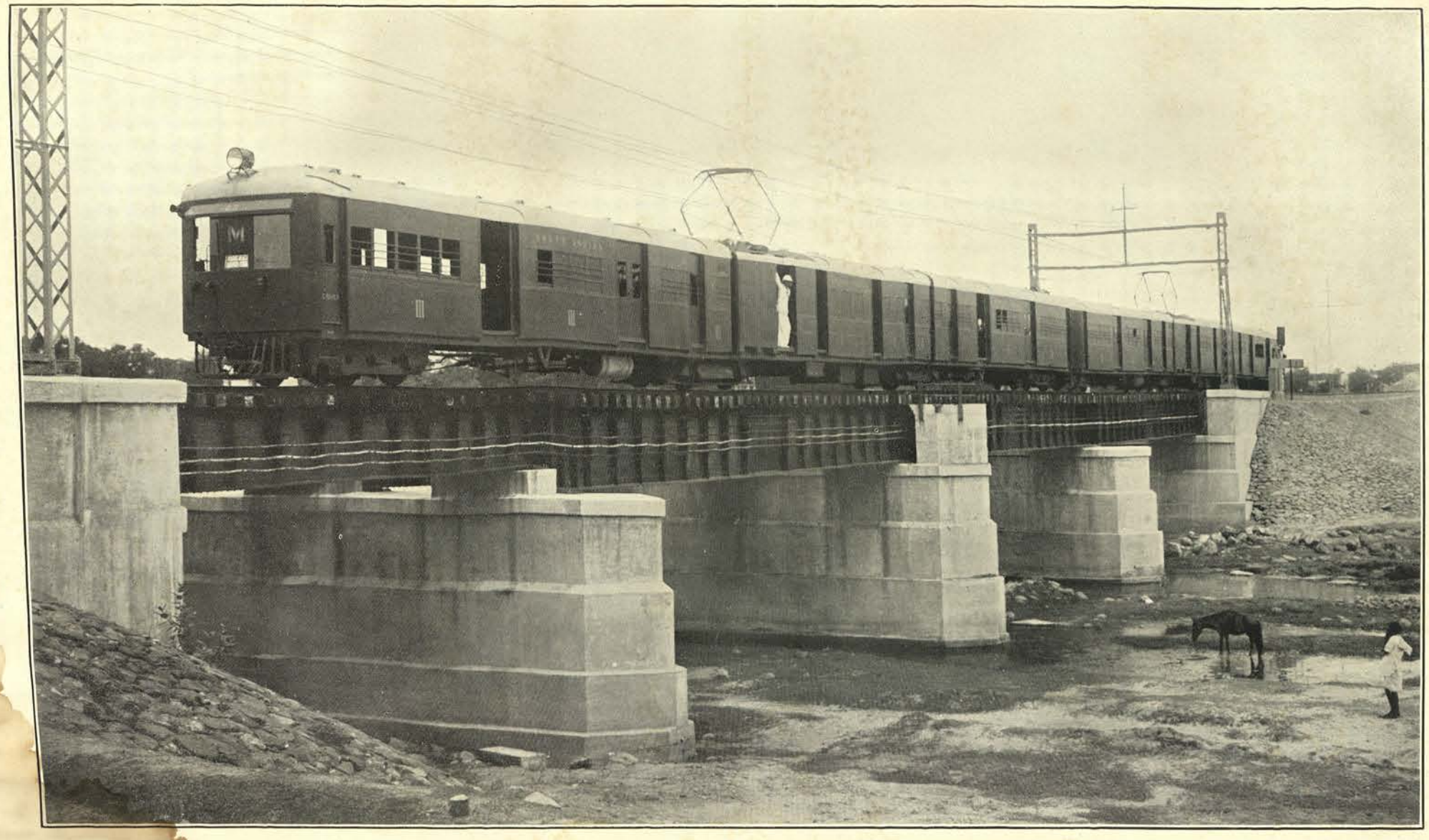


GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).





An electric train passing over the Cooum bridge, Madras.

obtained by State Railways and to initiate further measures to be adopted to attain economy in coal consumption.

46. Punctuality of passenger trains.—The following table shows the running of passenger trains on Class I Railways from the point of view of punctuality during the year as compared with the previous year :—

Percentage of passenger trains not losing time to total number of trains run during 1932-33 as compared with 1931-32.

	All trains.	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge.					
1932-33	85·1	81·3	82·9	85·7 94·8*	84·3
1931-32	83·5	74·5	83·2	83·8 91·2*	81·6
Metre Gauge.					
1932-33	86·5	85·0	86·6	95·9	83·8
1931-32	80·5	72·5	80·5	91·5	76·2

* Great Indian Peninsula and Bombay, Baroda and Central India Railways' Electric trains.

It will be seen that on the broad gauge although the percentage of trains not losing time shows a slight falling off under mixed trains, there has been an appreciable improvement in the running of all other passenger trains. On the metre gauge there has been a substantial improvement in the running of all passenger trains, the percentage of all trains, not losing time going up from 80·5 in 1931-32 to 86·5 in 1932-33.

47. Through Mail and Express services.—The following were the more important changes in the running of mail and express train services during the year under review :—

(*a*) On the Burma Railways, No. 1 Up and 2 Down Expresses and 3 Up and 4 Down Mail trains ran from the 1st April 1932 with Y. C. engines as a result of which, the services were considerably accelerated, the time taken between Rangoon and Mandalay being shortened by over two hours. Due, however, to the necessity of having to reduce temporarily the speed of these trains over certain sections of the main line, the trains were scheduled to run to a revised time-table from the 1st September 1932 to the end of the year under review.

(*b*) Owing to the P. & O. Mail steamers arriving in Bombay on Thursday evenings instead of on Friday mornings, No. 3 Down Frontier Mail was timed to leave Bombay Central, Bombay, Baroda and Central India Railway, with effect from the 1st October 1932, at 21-40 hours instead of 19-20 hours and arrive at Delhi at 21-34 hours instead of 20-15 hours.

(*c*) On the South Indian Railway, No. 5 Trivandrum Express was given a later start from Madras, Egmore, by 45 minutes and timed to arrive at Trivandrum Central only 10 minutes later, thus reducing the duration of the through journey by 35 minutes.

(*d*) On the Eastern Bengal Railway, a fast through service was introduced between Amingaon and Lucknow for the convenience of passengers travelling between Assam and the United Provinces.

(*e*) On His Exalted Highness the Nizam's State Railway, Nos. 3 Up and 4 Down Express trains on the Dornakal-Bezwada section were cancelled.

48. System of Ticket Checking.—Mention was made in the last year's report of the system of ticket checking adopted on the East Indian Railway as a result of the report of a committee appointed to enquire into the working of the crew system previously in force on that railway. The new system, as a result of the trial, has proved satisfactory and has now been put on a permanent basis. This system of ticket checking was also introduced on the Eastern Bengal Railway except on the suburban section and on that railway also has worked satisfactorily.

On the suburban section of the Eastern Bengal Railway due to very congested traffic it was considered more desirable to retain the crew system.

49. Road Motor Competition.—It was mentioned in last year's report that the Government of India were considering the appointment of a small technical committee to enquire into the extent of road motor competition and to collect other relevant data with a view to formulating a policy to secure a co-ordinated development of road and rail transport facilities. In July 1932 an Officer attached to the Railway Board and the Road Engineer with the Government of India were instructed to visit the chief provinces (except Burma and Baluchistan) and collect from Local Governments and Railways, information on the following points:—

(*a*) the extent to which motor competition with railways had grown and its effect on railway earnings;

(*b*) cases where new roads were required to open up areas at present without adequate communication;

(*c*) cases where branch lines had been projected but not constructed and where a new or improved road might more economically serve the area; and

(*d*) cases where feeder roads were required to afford agriculturists, etc., easy access to railway stations.

Early in 1933 these officers presented their report which, in addition to information on the above points, dealt with such questions as the present state of road communications, and future road programmes; the better control and regulation of motor transport, and its taxation; and the future policy of railways in the face of growing motor competition.

They also suggested methods for effecting the better co-ordination of communications and transport in future.

The more important conclusions in the report may be summarized as follows:—

(i) Excluding Madras 30 per cent. of metalled roads in British India are parallel with railways while 48 per cent. of railways have metalled roads parallel with them and within 10 miles. Any comprehensive plan of road development should, therefore, take into consideration the possibility of linking the more important villages with the public road system rather than aim at further trunk roads parallel to the railway system.

(ii) As a result of motor competition with railways, class I railways are losing about Rs. 190 lakhs per annum. The carriage of merchandise by motor transport in competition with railways has not at present developed to any great extent. The majority of motor transport in competition with railways is within the zone of 1 to 50 miles. The effect of motor competition upon light railways is very severe and these are peculiarly vulnerable.

(iii) As regards control and regulation of public transport, there is considerable difference in the degree of external control over railways and road transport respectively. There appear to be grounds for considering that motor transport has temporarily outrun the machinery for its control.

(iv) The road system in India has now become somewhat unbalanced. In order to restore the balance a comprehensive plan is necessary, but the question of adequate provision for future maintenance should first be put on a proper footing.

(v) Competition may increase in range and intensity. Motor buses are a great convenience to the public and where they are definitely superior, it is not thought that the public can be deprived of them. Where, however, they are not so greatly superior the wisdom of paying for dual facilities, causing inroads into railway revenues, is doubtful. A system of zoning of motor transport on parallel competitive routes within a range of about 50 miles might be considered.

(vi) In the face of a possible increase of competition from motor transport three courses are open to railways:—

(*a*) Inaction within the zone allotted to motor transport.

(*b*) Counter-competition, and

(*c*) The operation of motor transport by the railways.

So large a proportion of railway earnings comes from third-class passengers within the zone 1 to 50 miles that railways would not lightly consent to material loss of traffic within that zone. Zoning of motor transport cannot be expected to afford railways full protection.

Counter-competition is costing money, and in certain cases apparently out of proportion to the probable return and to the capital invested in the competitive buses.

For these reasons the solution in many cases may lie in the railways themselves operating motor transport on parallel roads. Railways doing so would have to be protected from uneconomic competition from other concerns.

There are objections to railways going on to the roads, but in view of the amount of public capital invested in railways it is arguable that where the railways, and particularly light railways, having developed a route, cannot offer on the railway the facilities which motor transport affords, they should at least have the option of doing so on the roads.

(vii) There is considerable criticism in the report of the present system of taxing motor transport, and the lack of its proper control and regulation.

(viii) A large number of pending railway projects were examined and provisional suggestions made as to these in the light of the recent development of motor transport. It is certain that the advent of motor transport must entirely change the outlook from which branch line railway projects should be viewed.

Pending railway projects have been provisionally divided into six classes:—

(*a*) projects which could probably be abandoned in favour of good roads;

(*b*) projects which probably cannot be justified owing to existence of good roads;

(*c*) projects probably justified by traffic offering, especially heavy merchandise, even where good roads exist;

(*d*) projects required urgently as through connections;

(*e*) projects which may be required as through connections;

(*f*) projects which can probably be abandoned for miscellaneous reasons.

(ix) Complete programmes for road development on a consistent or comprehensive plan do not exist in many provinces and the Committee suggest the desirability of framing comprehensive programmes in all cases.

(x) The most constantly recurring need brought to light in the investigation was the co-ordination of all forms of communication and transport, and the constitutional obstacles in the way of attaining this end are emphasized.

The Government of India after considering the report of the Committee, addressed all Provincial Governments suggesting that a general Conference be convened in Simla in April 1933 for the interchange of views, to be followed immediately by a discussion of a preliminary nature with representatives of local Governments.

There is at present no statutory bar to the operation of road services by State-managed railways, and with a view to giving similar powers to certain domiciled railway companies (chiefly light railways) the Government of India introduced a bill in the Legislative Assembly in September 1932. This bill was further considered in the Delhi session of the Assembly when it was referred to a Select Committee. The Government of India proposed to proceed with the bill, as amended by the Committee, at the first opportunity and if it is passed they will consider moving the Secretary of State to introduce similar legislation in Parliament with a view to giving railways having contracts with the Secretary of State power to run motor services.

During the year under review road motor competition for passenger traffic has continued to make inroads on railway revenue. The position has been carefully watched by railways who have adopted various measures to retain and regain traffic from the roads, *e.g.* :—

(1) Quotation of reduced fares, either for single or return journeys, between points where investigations have shown that traffic might be captured. In some cases the reduced fares are as much as 50 per cent. below the normal fare.

(2) Introduction of more frequent, more convenient and faster train services.

(3) Some railways experimented with light units designed to provide a better and cheaper service than the normal train, and other railways had similar schemes under consideration.

In many cases considerable success has been achieved. There was not any very great increase in road competition for goods traffic, but competition for parcels traffic increased in some areas, particularly for fresh fruit in the Punjab. Rates were reduced, where necessary, to meet this competition.

50. Wagon position.—The severe economic depression continued throughout the year and, in consequence, the available wagon supply was at all times in excess of the demand. As compared with the previous year, the number of wagons loaded during the year under review was less by approximately 89,000, representing 2·37 per cent. Coal despatches were less by approximately 1,067,600 tons representing 6·24 per cent. No difficulty was experienced at any time in meeting indents in full.

51. Neutral examination of interchanged wagon stock.—The system of neutral examination at Junctions by staff working under the Director of Wagon Interchange of wagons offered in interchange continued at the following junctions :—

New Delhi.
Ghaziabad.
Ajni-Nagpur.
Raichur.
Waltair.
Khanalampura.
Chheoki.
Agra Cantonment.

A Neutral Umpire was appointed at Gomoh from the end of July 1932 in connection with interchange of goods stock. The East Indian and Bengal Nagpur Railways, who jointly reported on the experiment, considered that considerable advantages had been obtained from the system and recommended that it should be made permanent.

52. Debits for damages and deficiencies.—The debits raised for damages and deficiencies on wagons interchanged at Junctions under Neutral control show a decrease over the previous year's figures, due mainly to the fact that owing to the falling off in traffic it was possible to avoid the use of a large number of the uneconomical type of wagons.

	Number of wagons interchanged.	Debit per wagon.
		Rs. A. P.
1931-32	744,856	4 12 2
1932-33	787,001	3 7 9

Damaged wagons rejected at neutral junctions represented 1·7 per cent. of the total number of wagons interchanged as against 1·4 per cent. in the previous year. The slight increase in the percentage is due to damage labelling empty wagons at certain junctions to facilitate certain repairs, repacking and overhaul for extending return dates at the request of the railways concerned.

The test of vacuum-braked wagons at neutral junctions continued during the year and the number of wagons penalised for inoperative cylinders was 1·5 per cent. of the total interchanged as against 2·1 per cent. in the previous year.

53. Railway Collieries.—The output from the principal railway-owned collieries during 1932-33 compares with the previous year's output as follows :—

Colliery.	Owner.	Output (tons.)	
		1931-32.	1932-33.
1. Joint Bokharo and Sawang .	E. I. & B. N. . .	702,345	560,825
2. Kurharbaree and Serampore .	E. I.	647,223	569,934
3. Bhurkunda	State	161,452	148,135
4. Kargali	State	636,429	414,716
5. Argada	B. N.	234,016	194,228
6. Talcher	B. N.	..	19,371
7. Jarangdih	B., B. & C. I. and M. & S. M.	111,124	137,244
8. Talcher	M. & S. M. . . .	32,748	89,561
9. Kurasia	B., B. &. C. I. . .	..	14,204

State Railway Collieries.

Bhurkunda Colliery.—The development of the underground workings of the mines was considerably restricted owing to limited output. Work was, therefore, confined to four inclines only, and no building work was undertaken except the erection of an engine house at No. 3 Kurse Incline. Plant

was maintained in a satisfactory condition. There was no labour trouble during the year.

Kargali Colliery.—During the year under review the ventilation fan house and the two haulages underground were completed. The East wall of the settling filter tank was also finished.

The general health of the staff and the sanitary conditions in the colliery were good.

East Indian and Bengal Nagpur Railways' Joint Sawang Colliery.—The ventilating fan referred to in the last year's report continued to work satisfactorily. Owing to lack of funds no construction work was carried out during the year.

The feeders of fire damp have practically disappeared. Pumps and haulages worked satisfactorily and there was no labour trouble during the year.

East Indian and Bengal Nagpur Railways' Joint Bokharo Colliery.—The only construction work carried out during the year was the installation of an electri-driven air compressor for working the rock drills. The pipe line from the compressor to the quarries is being laid. While outturn was reduced all plant has been kept in satisfactory condition. The labour supply was adequate, and the health of the community was good.

Giridih Collieries.—(*1*) *Serampore Colliery.*—The underground fires in this colliery, to which reference was made in the last year's report, have been kept under proper control and the ventilation of the working places has been satisfactorily maintained.

(*2*) *Kurharbaree Colliery.*—All plant and machinery have been well maintained, and new screening and electrical haulage systems have proved very satisfactory.

(*3*) In spite of a considerable reduction in output from these two collieries the cost per ton of the net output was reduced from Rs. 4-1-2 last year to Rs. 4-0-6 during the year under review.

(*4*) *Bye-product Coke ovens.*—The table shows that while there was considerable increase in the production of benzol there was a slight decrease in the other bye-products :—

	1931-32.	1932-33.
Coke	23,353 tons.	23,773 tons.
Tar	1,032 ,,	935 ,,
Sulphate of Ammonia . . .	266 ,,	233 ,,
Sulphuric acid	296 ,,	289 ,,
Benzol	36,053 gallons.	28,289 gallons.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Joint Jarangdih Colliery.—The output of this colliery increased by 17,542 tons over that of the previous year. Development to a total output of 200,000 tons is proceeding satisfactorily.

Bombay, Baroda and Central India Railway Kurasia Colliery.—Despatches of coal from the Kurasia Colliery commenced early in the year, the total quantity raised during the year amounting to 14,204 tons. The restriction on its output which was imposed at the time of its acquisition was removed during the year and arrangements are now in hand to develop it to its full capacity of 250,000 tons per annum.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Joint Religara Dari Colliery.—As the development of this colliery has been suspended for some years past, it is proposed to terminate its lease.

Madras and Southern Mahratta Railway Talcher Colliery.—This colliery has passed the development stage. While the estimated output for the year was obtained the cost exceeded the estimate owing to the late arrival of the mechanical handling plant which was not installed until the end of the year.

Bengal Nagpur Railway Talcher Colliery.—The development of this colliery is still in progress, and although it has not been properly opened about 25,000 tons of coal were raised and despatched for use on the East Coast section.

Tonnage of coal inspected by the State Railways' Coal Department.—The State Railwaiys' Coal Department inspected 5,677,166 tons of coal during 1932-33 as compared with 5,713,282 tons in 1931-32.

Coal mined in India.—In 1932 the coal mined in the various provinces of British India amounted to 18,719,587 tons as against 20,514,597 tons in 1931, which indicates a decrease of 1,795,000 tons.

Shipment of coal from Calcutta.—Including bunker coal, shipments from the port of Calcutta to Indian and foreign ports during 1932-33 amounted to 3,193,748 tons of which 483,921 tons were on account of Indian railways and 120,708 tons for Ceylon Government Railways or a total of 604,629 tons as compared with 698,913 tons in 1931-32. At Kidderpore Docks and Garden Reach coal berts, 83,501 tons were shipped by boats and flats during the same period.

CHAPTER V.

ROLLING STOCK AND MATERIALS.

54. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was on order for broad and metre gauge railways respectively :—

Item.	*Broad gauge.*	*Metre gauge.*
Locomotives	22	53
Coaching Stock	711	325
Goods Stock	850	528

Those actually placed on the line by the end of year were as follows :— .

Item.	*Broad gauge.*	*Metre gauge.*
Locomotives	7	28
Coaching Stock	531	156
Goods Stock	725	365

55. The numbers of coaching and goods stock shown in the preceding paragraph are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they refer mostly to stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

No broad or metre gauge locomotives were obtained as additions and the number of broad gauge locomotives at the end of the year was 76 less than at the beginning, due to 83 being scrapped during the year, of which only 7 were replaced. On the metre gauge, the number of locomotives at the end of the year was 25 less than at the beginning, 53 being scrapped during the year, 28 of which were replaced. The average tractive effort per engine rose in the course of the year from 24,844 lbs. to 25,045 lbs. on the broad gauge and from 14,574 lbs. to 14,733 lbs. on the metre gauge.

Coaching vehicles.—There was no increase in the number of broad and metre gauge coaching vehicles and the number of broad gauge coaching vehicles at the end of the year was 148 less than at the beginning, due to 679 being scrapped during the year of which 531 were replaced. On the metre gauge, the number of coaching vehicles at the end of the year was 9 less than at the beginning, 165 being scrapped during the year, of which 156 were replaced.

Wagons.—Similarly there was no addition in the number of broad and metre gauge wagons. The number of broad gauge wagons at the end of the year was 1,107 less than at the beginning, due to 1,832 being scrapped during the year of which 725 were replaced. On the metre gauge, the number of wagons at the end of the year was 665 less than at the beginning, 1,030 being scrapped during the year, 365 of which were replaced.

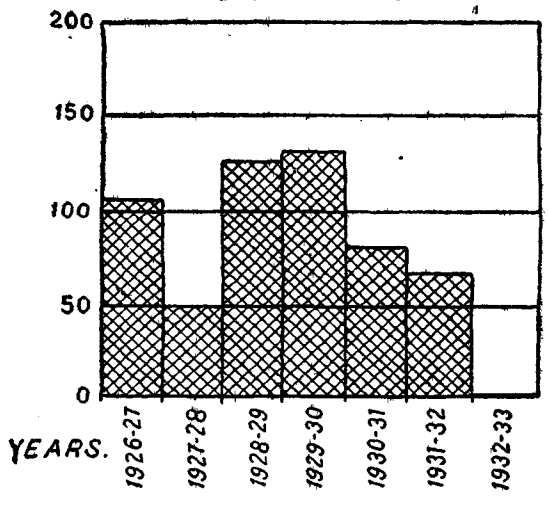
56. The graphs on the following pages show the total number of locomotives, boilers, carriages and wagons provided for in the programmes of Class I Railways during the past seven years. These figures include replacements and renewals.

57. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 34,714 tons of rails and 1,650 tons of fishplates were placed with the Tata Iron and Steel Company. In this tonnage is included an order for 11,143 tons of 115 lbs. section rails for the East Indian Railway.

58. Development of the use of indigenous timbers for carriage building.—The total consumption of timber in Carriage and Wagon Shops was about 28,000 tons compared with 29,000 tons in 1931-32, and 45,000 tons

(1)

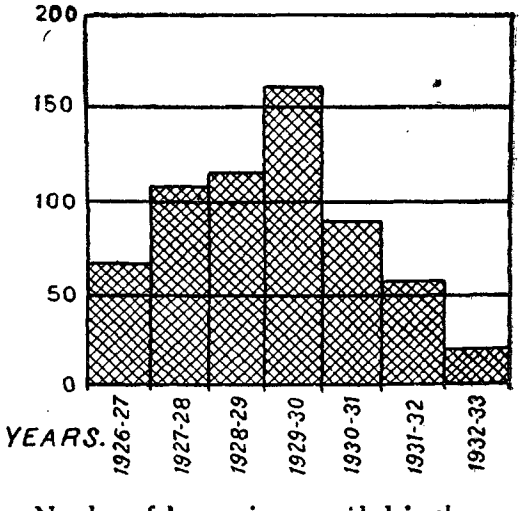
BROAD GAUGE



Number of locomotives provided in the rolling stock programme.

(2)

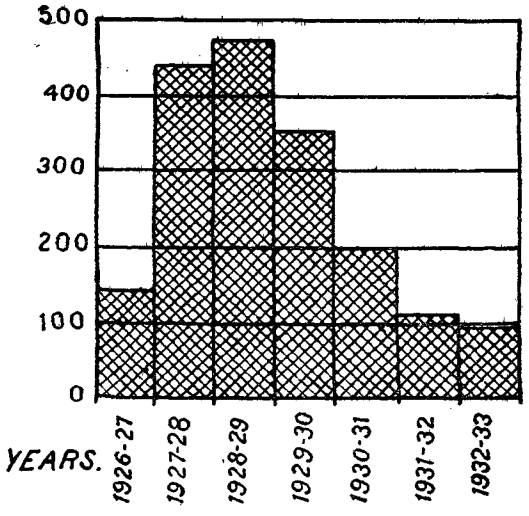
METRE GAUGE



Number of locomotives provided in the rolling stock programme.

(3)

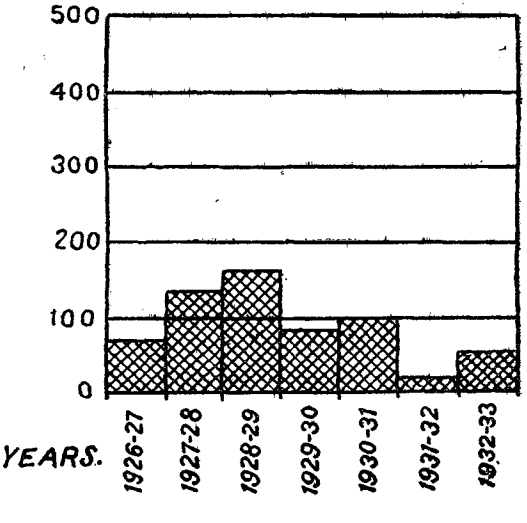
BROAD GAUGE



Number of boilers provided in the rolling stock programme.

(4)

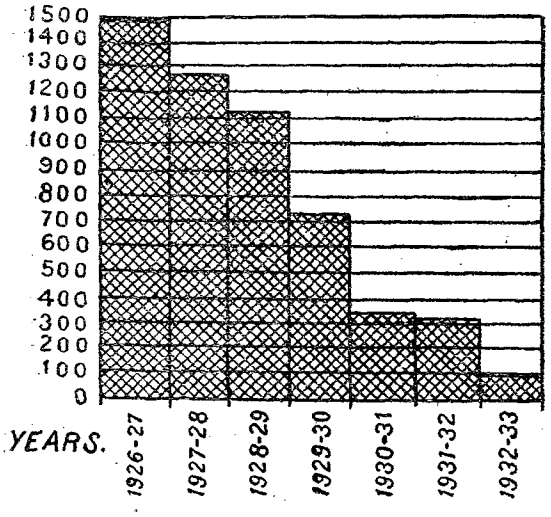
METRE GAUGE



Number of boilers provided in the rolling stock programme.

(5)

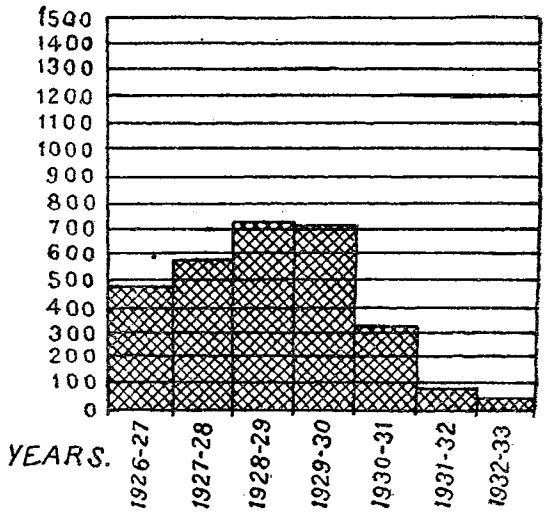
BROAD GAUGE



Number of coaching stock units provided in the rolling stock programme.

(6)

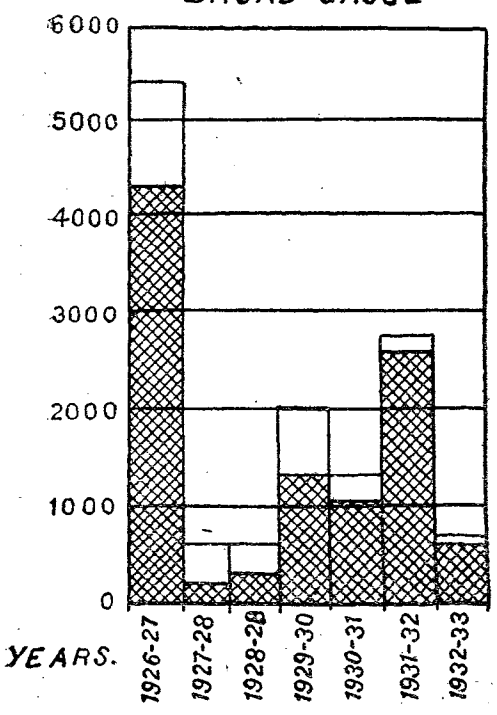
METRE GAUGE



Number of coaching stock units provided in the rolling stock programme.

(7)

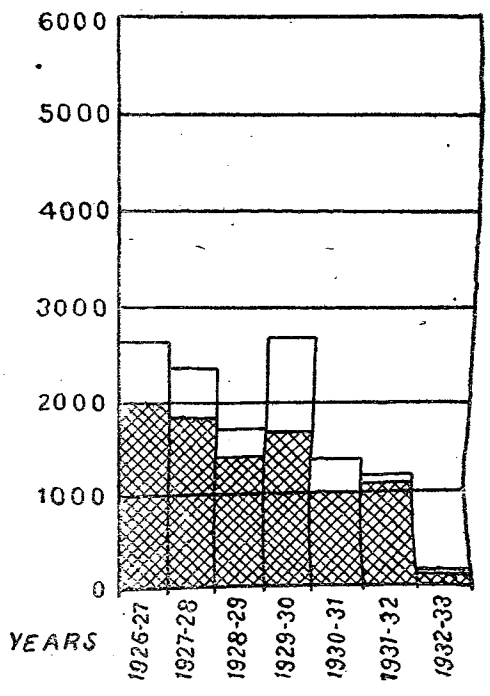
BROAD GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

Containers loaded in container trucks on the South Indian Railway.

in 1929-30, the last year during which a normal building programme was in progress. As new construction was reduced to a minimum during 1932-33 no less than 78 per cent. of the total timber consumed was used for repairs and miscellaneous work. Experience indicates more and more that cheaper indigenous timbers will serve many of these purposes; consequently it will be seen that the proportion of indigenous timbers used has steadily risen :—

	Percentage of total.	
	Burma teak.	Indian teak and indigenous timbers.
1929-30	57	43
1930-31	50	50
1931-32	40	60
1932-33	36	64

When more new coaching stock is required the demand for Burma teak may be expected to increase, provided the price is satisfactory.

Experiments with kiln-seasoned indigenous timbers were continued at Lillooah on the East Indian Railway. During the year thirty-seven bogie vehicles were constructed and sent into traffic and seventy-two vehicles, partly constructed of indigenous timber, passed through the shops for overhaul. The timber, with the exception of two cases, was found to be still serviceable although in some cases shrinkage had taken place. Special reports on certain indigenous timbers from Burma, which were being used for the first time, were prepared and circulated for information to those concerned.

On the North Western Railway the use of indigenous timber, chiefly *deodar,* rose from 77 per cent. to 87 per cent.

The total amount spent on timber, other than sleepers, by Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) during the year was only Rs. 14·17 lakhs compared with Rs. 37·99 lakhs in 1931-32 and Rs. 108·7 lakhs in 1929-30.

59. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last three years have been :—

	1930-31.	1931-32.	1932-33.
	(Number of sleepers in lakhs.)		
Broad gauge	15·04	21·34	12·15
Metre gauge	11·47	11·47	11·06
Narrow gauge	1·31	1·30	1·17

Demands for renewals on the broad gauge lines were reduced to a minimum for the sake of economy and there was no new construction during the year, hence the total of wooden sleepers purchased reached an exceptionally low level.

The relative position of the various kinds of sleepers is seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

	1932-33.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge . .	44·4	38·5	16·8	0·3
Metre gauge . .	71·8	5·8	22·2	0·2

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1933, was 28,900 miles out of a grand total of 52,454 miles.

No wooden sleepers were imported from abroad, and hardly any orders for special sized sleepers were placed in Burma, as was done in past years, because the reduced requirements could be met in India at lower prices. The price of *sal* sleepers in the Eastern Group remained steady at Rs. 6-12 for broad gauge and Rs. 2-12 for metre gauge sizes, though at the end of the year it dropped considerably to Rs. 5-2 and Rs. 2, respectively, for future

orders placed over a period of three years. The three-year contract with the Government of Nepal for *sal* sleepers came to a conclusion during the year and no fresh long-term commitment has been made.

At Dhilwan on the North Western Railway the following soft wood sleepers of coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. liquid fuel :—

	Fir.	Chir.	Kail.	Deodar.
Number of broad gauge sleepers .	113,799	251,297	37,572	875
Absorption	14·1 lbs.	14·8 lbs.	14·1 lbs.	12·3 lbs.

The prices of the treated sleepers, including all charges, were :—

	Rs.	AS.	P.
Treated chir	5	1	5
,, fir	4	10	9
,, kail	4	6	1

The sleeper treating plant at Naharkatya, Assam Bengal Railway, had an output of 189,140 metre gauge sleepers. The cost of the sleeper was Rs. 2-4-0 and the treatment came to 13 annas 3 pies per sleeper, total Rs. 3-1-3.

The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) was Rs. 1·27 crores compared with Rs. 1·59 crores in 1931-32 and Rs. 2·37 crores in 1929-30.

The seventh annual meeting of the Sleeper Pool Committee took place at the Railway Board's Office, New Delhi, on the 30th November 1932.

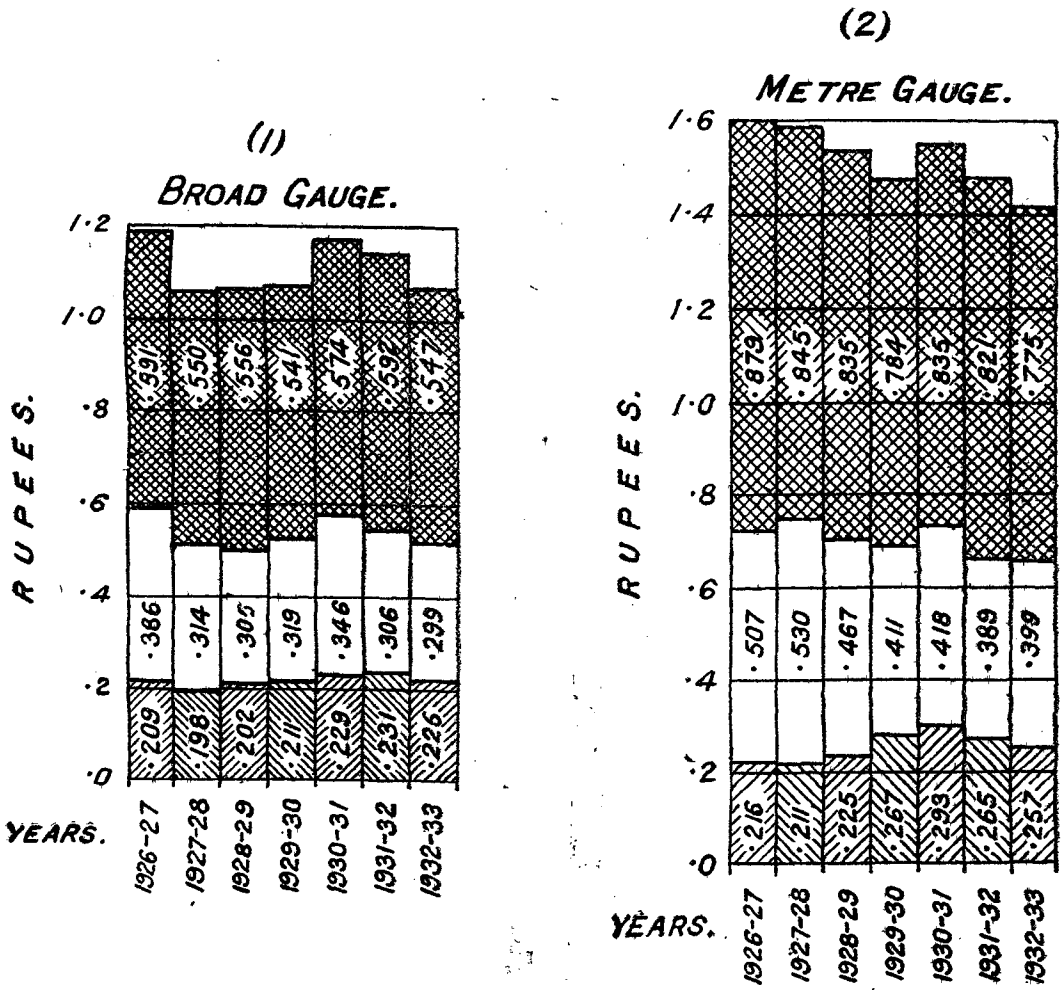
60. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) shows a large decrease from Rs. 15·99 crores in 1931-32 to Rs. 11·04 crores in 1932-33. The principal decreases, as indicated below, were under rolling stock (Rs. 196 lakhs), permanent way (Rs. 161 lakhs), tools and stores (Rs. 70 lakhs) and other materials (Rs. 29 lakhs). Of the total decrease of Rs. 4·95 crores, Rs. 2·43 crores were accounted for under " imported materials " and Rs. 2·52 crores were under " indigenous materials ", the decrease under the latter being mainly under permanent way (Rs. 148 lakhs), tools and stores (Rs. 35 lakhs), other materials (Rs. 31 lakhs) and rolling stock (Rs. 28 lakhs).

Heading.	Value of imported materials.			Value of indigenous materials.	Total purchases 1932-33.	Total purchases 1931-32.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling stock	0·47	0·57	1·04	0·29	1·33	3·29
Tools and stores	0·13	1·42	1·55	1·49	3·04	3·74
Permanent way	0·03	0·12	0·15	1·92	2·07	3·68
Electric plant	0·14	0·47	0·61	0·01	0·62	0·87
Building and station materials and fencing .	0·01	0·10	0·11	0·07	0·18	0·29
Bridge work	..	0·07	0·07	0·06	0·13	0·15
Workshop machinery	0·07	0·18	0·25	..	0·25	0·26
Engineer's plant	0·03	0·10	0·13	0·01	0·14	0·14
Other materials*	..	0·30	0·30	2·98	3·28	3·57
TOTAL .	0·88	3·33	4·21	6·83	11·04	15·99

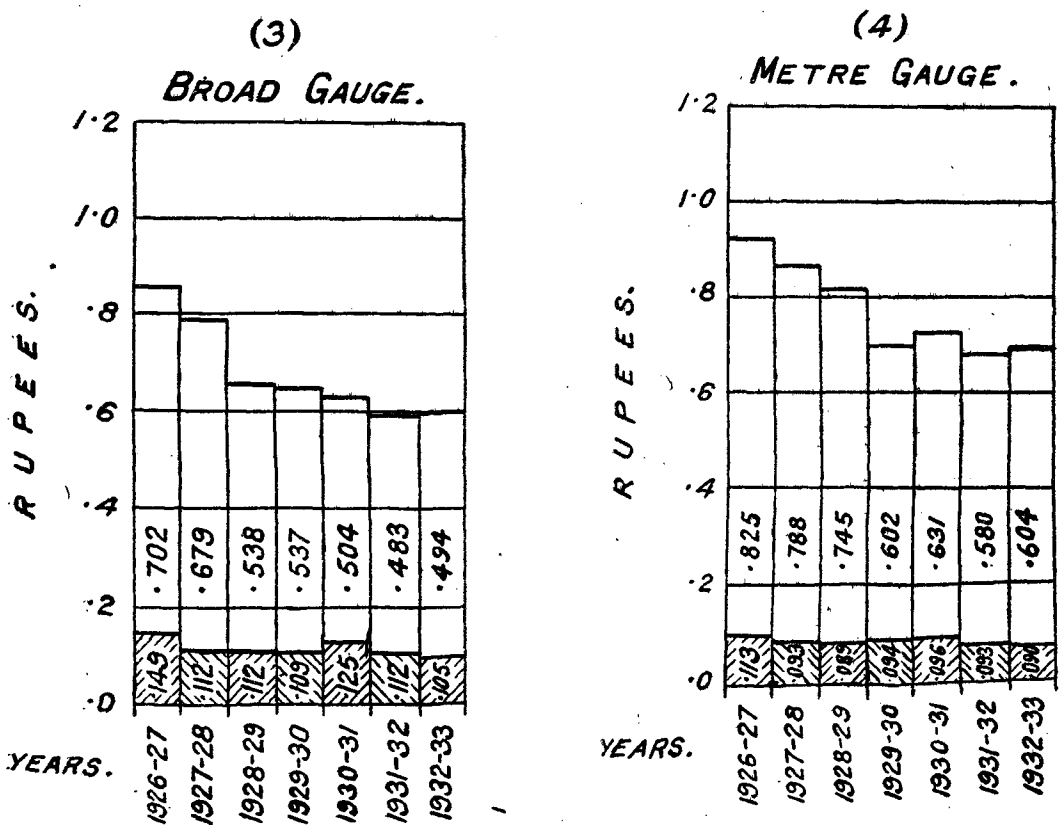
* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.

Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.



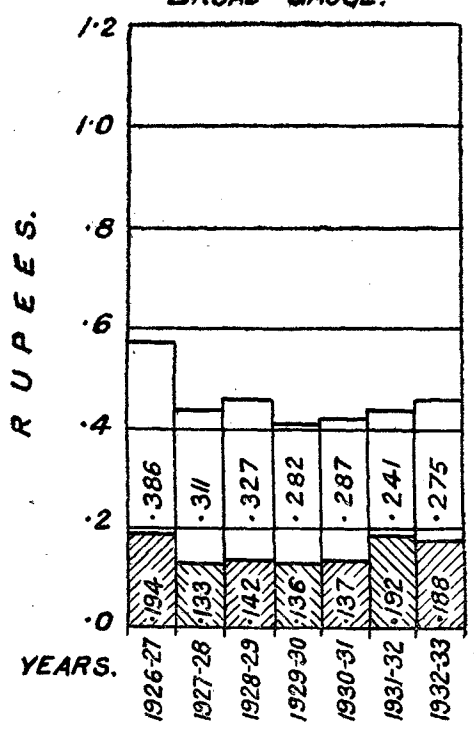
COACHING VEHICLES.
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.



Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

(5)

BROAD GAUGE.

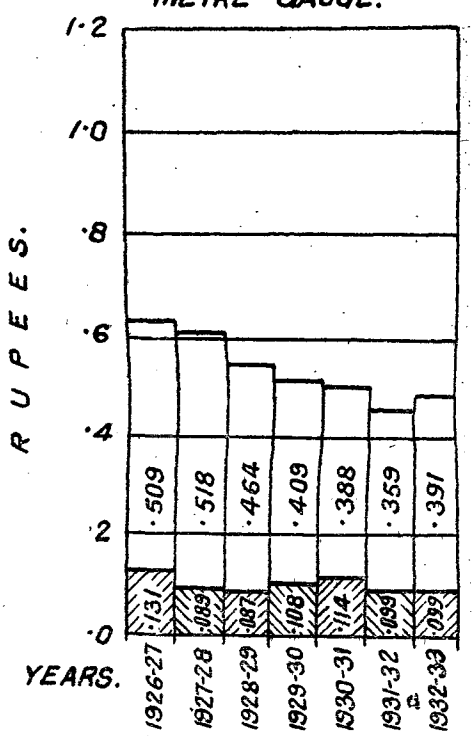


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(6)

METRE GAUGE.

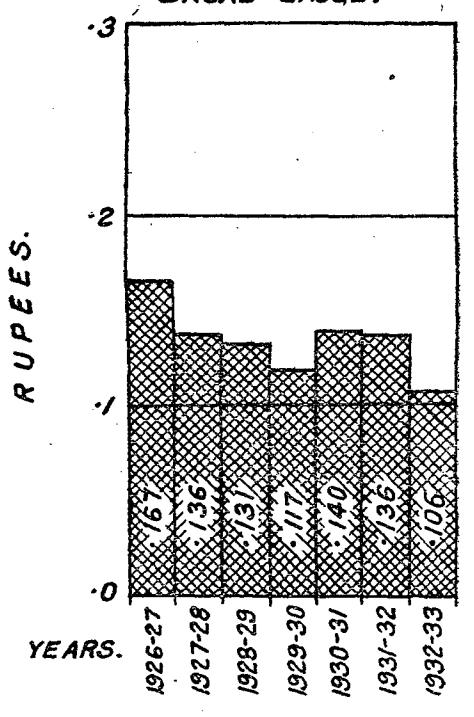


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(7)

BROAD GAUGE.

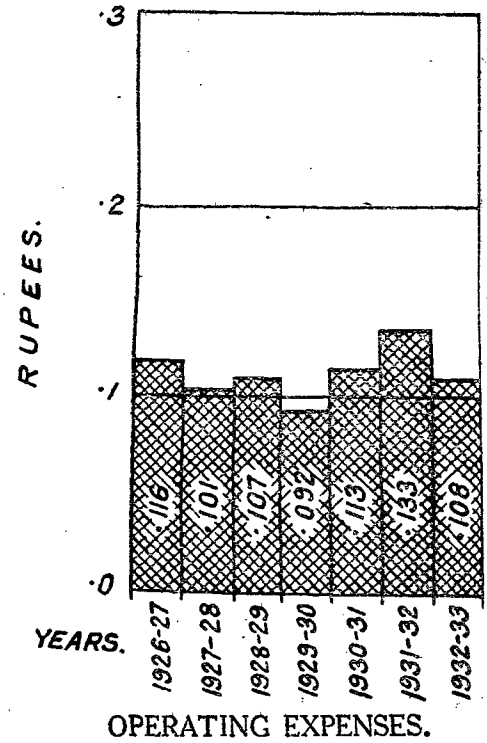


OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)

METRE GAUGE.



OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

61. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 152·77 lakhs of which Rs. 13·43 lakhs represented the value of textiles and Rs. 139·34 lakhs that of engineering, hardware and miscellaneous stores. The list of items, the purchase of which by State-managed Railways through the agency of the Indian Stores Department is obligatory, was reviewed and a number of items of railway stores (*e.g.*, lifts, pumping plant, water columns, tanks, telegraph and telephone apparatus, steel poles, etc.) were added to the list.

The value of stores purchased by Railways through the Indian Stores Department has increased from Rs. 126·14 lakhs in the previous year to Rs. 152·77 lakhs during the year under review despite a fall in market prices. A comparison of the total value of stores purchased by railways during recent years with the value of purchases made by them through the Indian Stores Department during the same period will also show that there has been a considerable increase in the percentage of such purchases.

62. Dynamometer Car.—During the year under review the Dynamometer car was fully employed on further locomotive and fuel trials and five reports prepared by the officer in charge of the car were circulated to railways. Among the reports issued, one dealing with the I. R. S. XS_1 and XS_2 type locomotive trials on the North Western Railway and a supplementary report relating to the unorthodox crank setting adopted in two of these locomotives were probably the most important. These reports contain a large amount of comparative data from which the relative merits of two and four cylinder locomotives and rotary poppet and Walchaerts valve gears are apparent, and which will be of considerable value when the designs for future locomotives are prepared. Other reports deal with the economic and practical possibilities of utilizing low grade fuel in locomotives employed on certain sections of the Great Indian Peninsula Railway and in a Beyer Garrett type locomotive borrowed from the Bengal Nagpur Railway for the trials.

63. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the six previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two preceding pages.

64. Central Standards Office.—During the year under review, the Structural Branch of the Central Standards Office issued complete sets of drawings for standard over-riding switches for broad and metre gauges. These switches closely follow the American practice, and are designed to overcome the inherent weakness of the stock rail associated with most types of switches now in use in India and which has accounted for numerous fractures in the past. Complete sets of drawings for 1 in 12 and 1 in $8\frac{1}{2}$ scissors crossovers for 17′ and 15′ 6″ track centres (broad gauge) using rails of 90 lbs. section, and 1 in $8\frac{1}{2}$ diamond crossings with single or double slips for broad gauge 115 lb. and 90 lb. rail sections were also issued to various railways for comments, and trial manufacture, prior to standardization. Designs for stretcher bars were circulated for remarks, and data was collected in India and from other countries, regarding the design of a suitable rolled steel section with fastenings for broad gauge crossing sleepers.

The design of broad gauge plate girder spans was taken in hand and preliminary sketches showing novel methods of design whereby a span of nominal length may be employed for a suitable range of span openings, were circulated for comments. By increasing the working stress to 9 tons per square inch, and an economic distribution of metal, it has been found possible

to effect an average reduction of 12 per cent. in the weight of such spans. This reduction in weight is equivalent to a 12 per cent. reduction in the cost of steelwork and will enable considerable reductions to be made in the cost of bridge work purchased annually by all broad gauge railways in future years.

In the Mechanical branch the carriage underframe and wagon part drawings were completed and issued during the year; the number of drawings involved being approximately 1,500. The construction drawings relating to a number of broad and metre gauge underframes and wagons were also revised and re-issued.

65. Locomotive Standards Committee.—The Locomotive Standards Committee met once during the year in December 1932. At this meeting the Committee noted the improvement effected in the riding of the YF type locomotive as a result of recent modifications and the further modifications to be tried on the XA type locomotive for the same purpose. The Committee recommended the early trial of roller bearings for the carrying axles of standard locomotives and tenders and mechanical stokers on locomotives with large grate areas, and dealt with a large number of minor modifications that have been suggested by Railways having standard locomotives in operation. The Committee also suggested tolerances for crank pin settings and made recommendations concerning antifriction metal, tyre profiles, side buffers and a standard drive for Caprotti and Lentz valve gears. The Dynamometer car reports on the XS type locomotive and the converted 2-8-0 B. E. S. A. locomotive were examined by the Committee, and the extended use of rotary poppet valve gear on new locomotives, and piston valves with a longer travel on converted goods locomotives were advocated.

66. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met once during the year in November 1932. The Committee devoted their attention to a number of modifications to standard coaching body designs among which may be mentioned improvements in upper class body construction and fittings, improved ventilation of upper and lower class bodies and a revised design for dog boxes in brake vans. The Committee also made recommendations with a view to improving the riding qualities of the standard broad gauge carriage underframe and suggested some alterations in design to reduce the maintenance cost of such underframes. In respect of wagons the Committee made recommendations for modifying the door openings of all standard wagons to prevent the ingress of rain water and proposed certain alterations to metre gauge cast steel bogies which experience with these bogies in service has shown to be desirable. The Committee also approved of various types of standard broad gauge buffers in the light of extensive tests which have been carried out during the past three years under the supervision of the Consulting Engineers, and in conjunction with the Electrical Sub-Committee recommended standard capacities for dynamos, batteries and switchgear for use in broad and metre gauge reserved carriage equipment.

67. Bridge Standard Committee.—During the year 1932-33, a meeting of the Committee was held at Simla in September-October.

Further experimental evidence as to " impact " on short spans obtained by the North Western Railway, Bridge Department, was considered and the Committee were able to recommend and the Railway Board have approved the retention of the covering formula for impact deduced in 1925 which had been challenged by the publication of the British Bridge Stress Committee's report.

The Board considered that in due course further experimental investigation should be made in India on medium and long span bridges.

The Committee drafted complete new specifications for the manufacture of :—

(1) Bridge girders,

(2) Other steel structures,

Loading of containers in container trucks on the South Indian Railway.

the objects of which were to cover the advancement in technique and new processes of manufacture and to provide specifications which can be used under the Rupee Tender System and be equally applicable to manufacture in India and elsewhere.

The specification for bridge girders contains a clause for cambering girders which is entirely new and is designed to secure the elimination of secondary stresses in the loaded structures.

The Committee considered further evidence as to the dispersion of braking and tractive forces on bridges and made certain recommendations as to the amount of these forces which can be considered as carried through the rails at the ends of the bridge and therefore not imposed on the piers. This relaxation has been accepted by the Board and will have an important bearing on the design of bridge piers.

During the year under review new Bridge rules have been published by the Railway Board containing important modifications including certain increases in permissible working stresses which have followed on the work of the Committee.

68. Track Standards Committee.—A meeting of the Committee was held in January 1933 and many important questions concerning features of track designs and standardization were dealt with and recommendations made on the following:—

(1) The effect on stresses induced on rails that will result from the reduction of the overbalance in locomotives.

The recommendations of the Committee affect certain clauses in the Schedule of Dimensions and the Board have ordered an experimental investigation to be undertaken by the Central Standards Office to obtain actual evidence of stresses in rails with various types of track and locomotives employed in India.

(2) The possibility of eliminating special fittings in metal sleepers to provide for specific gauge widening on curves and economies that can be effected thereby.

The Central Standards Office are taking action in this matter and in the meantime Dynamometer car tests will be undertaken on the Great Indian Peninsula Railway.

(3) Recommendations concerning essential features in the design of loose jaws for steel sleepers.

(4) Spacing of sleepers in turn-outs.

(5) Design of wing rails at crossings.

(6) Proposed modification of the standard tyre profile to meet wear in tyres considered in relation to its effect on crossings.

(7) A proposed section for rolled steel sleepers to be embodied in standard designs for steel sleeper turn-outs.

(8) General questions concerning track standards and designs of the Central Standard Office.

69. Signalling and Interlocking Standards Committee.—During the year under review the seventh meeting of the above committee took place.

An important item was the consideration of a draft Block Signalling Manual. The original draft, which was prepared by a special sub-committee, was modified and finally approved by the Standards Committee at the meeting. This manual has since been issued by the Railway Board.

Another matter of considerable importance concerned the interpretation of the term " Semi-interlocked " and the variations and relaxations of the requirements for stations so classed. The Committee recommended that the specified variations and relaxations as given in the Manual of Instructions for the installation and maintenance of signalling and interlocking should be entirely revised. They recommended that three standards of installation for signalling and interlocking should be established corresponding to the

maximum run through speed required on the section to which the standard was to apply. The standards proposed are as follows :—

Standard (1) 25 miles per hour.
Standard (2) 40 miles per hour.
Standard (3) Unrestricted speed.

In accordance with the orders of the Board these proposed standards have been circulated to the railway administrations and Senior Government Inspectors to obtain their views on their suitability before they are adopted.

Other matters considered by the Committee were the adoption of grease lubrication for signalling equipment and preparation of standard specifications for :—

(*a*) standard magneto wall telephones.
(b) caustic soda primary cells.
(*c*) electric cables for railway signalling, and
(*d*) standard dimensions and specifications for tubular steel signal posts.

The Committee further recommended that railway administrations be requested to submit their proposals, if any, for additional standard fittings or suggestions for the modification of the existing I. R. S. (S) drawings.

CHAPTER VI.

STAFF.

70. Number of staff.—The total number of employees on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1932-33 was 710,271 as compared with 731,979 at the end of 1931-32. The increase in route mileage during the same period was 306 miles. The following table shows the number of employees by communities on the 31st March 1932 and 1933. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1932-33.

Date.	Europeans.	Indians.							Grand Total.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
31st March, 1932 .	4,532*	520,575*	157,876*	13,570*	8,767	14,398	12,261*	727,447*	731,979*
31st March, 1933 .	4,297	504,082	152,875	13,048	8,591	15,574	11,804	705,974	710,271

* The figures with asterisk represent revised figures due to minor corrections made in the figures published last year.

71. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1931-32 and 1932-33. Contractors' labour is not included.

Railway Systems.	Year.	Number of staff on 31st March.						Cost of staff.		
		Open Line.			Construction.					
		Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.	Gazetted Officers.	Non-gazetted employees.	Total.
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
Assam Bengal	1932	70	16,088	16,158	1	49*	50*	10,66,563	60,87,143	71,53,706
	1933	72	15,523	15,595	*Nil*	1	1	10,78,812	62,89,866	73,68,678
Bengal and North-Western.	1932	68	26,604	26,672	*Nil*	*Nil*	*Nil*	11,60,554	67,58,486	79,19,040
	1933	70	26,281	26,351	*Nil*	*Nil*	*Nil*	11,37,522	67,04,400	78,41,922
Bengal Nagpur	1932	211*	68,927	69,138*	2	2,198	2,200	38,21,862	2,98,89,783	3,37,11,645
	1933	200	64,276	64,476	*Nil*	12	12	35,85,152	2,81,02,231	3,16,87,383

Note 1.—The figures with asterisk represent revised figures for 1931-32 due to changes made by the railway administrations in the figures published last year.

Note 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.						COST OF STAFF.		
		OPEN LINE.			CONSTRUCTION.					
		Gazetted Officers.	Non-gazetted employees	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.
1	2	3	4	5	6	7	8	9	10	11
								Rs.	Rs.	Rs.
Bombay, Baroda and Central India	1932	171	66,893	67,064	2	349	351	20,96,292	4,00,12,016	4,30,08,308
	1933	172	66,599	66,771	2	208	210	27,94,829	3,71,52,633	3,99,47,462
Burma	1932	108	25,207*	25,315*	3	93	96	18,35,342	1,30,05,563	1,48,40,905
	1933	100	24,790	24,890	3	87	90	17,05,222	1,22,73,390	1,39,78,612
Eastern Bengal	1932	131*	48,823	48,954*	5	1,223	1,228	22,26,296*	2,37,40,200	2,59,66,496*
	1933	133	45,700	45,833	2	1,196	1,198	21,05,014	2,23,63,554	2,44,68,568
East Indian	1932	314	128,066	128,380	5	2,132	2,137	44,94,198	5,55,69,270	6,00,63,468
	1933	318	123,615	123,933	1	458	459	43,85,217	5,24,68,559	5,68,53,776
Great Indian Peninsula.	1932	225	89,205	89,430	*Nil*	*Nil*	*Nil*	46,60,072*	4,73,15,401*	5,19,75,473*
	1933	219	86,270	86,489	*Nil*	*Nil*	*Nil*	43,83,816	4,44,57,804	4,88,41,620
Jodhpur	1932	20	6,592	6,612	1	159	160	3,49,349	23,28,200	26,77,549
	1933	21	6,702	6,723	*Nil*	10	10	3,33,925	22,49,809	25,83,734
Madras and Southern Mahratta.	1932	149	52,829*	52,978*	1*	525*	526*	24,92,786*	2,30,16,915*	2,55,09,701*
	1933	147	50,726	50,873	1	375	376	22,26,714	2,15,50,908	2,37,77,622
Nizam's State	1932	49	16,082	16,131	4	544	548	9,39,365	58,13,853	67,53,218
	1933	52	16,044	16,096	3	946	949	10,14,443	59,92,443	70,06,886
North Western	1932	253	108,185*	108,438*	6	758*	764*	49,19,000*	5,86,63,000*	6,35,82,000*
	1933	266	107,524	107,790	1	23	24	43,85,000	5,64,68,000	6,08,53,000
Rohilkund and Kumaon.	1932	15	5,754	5,769	*Nil*	*Nil*	*Nil*	2,51,475	15,87,938	18,39,413
	1933	15	5,367	5,382	*Nil*	*Nil*	*Nil*	2,16,526	15,11,265	17,27,791
South Indian	1932	133*	37,876*	38,009*	9	237*	246*	20,90,873	1,70,26,210	1,91,17,083
	1933	131	36,448	36,579	3	449	452	20,35,532	1,65,39,376	1,85,74,908
TOTAL	1932	1,917*	697,131*	699,048*	39*	8,267*	8,306*	3,33,04,027*	33,08,13,978*	36,41,18,005*
	1933	1,916	675,865	677,781	16	3,765	3,781	3,13,87,724	31,41,24,238	34,55,11,962

NOTE 1.—The figures with asterisk represent revised figures for 1931-32 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

The above statement shows that the total number of staff on open line on 31st March 1933 was less by 21,267 than on 31st March 1932, while the total number of staff on construction was less by 4,525. The reduction in the total cost of staff during the year 1932-33 as compared with the preceding year was Rs. 186·06 lakhs.

72. Indianisation.—*State-managed Railways.*—The following table gives a summary of the permanent recruitment made for gazetted ranks in the various departments on State-managed Railways during the year under review.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
								Europeans.	Indians.						
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14	15	16
1. Agency	..	..	4	..	4	..	4(b)	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	15	..	15	15	..	..	..	..	..	..	..	..	..
4. Transportation (Traffic) and Commercial.	..	1	11	1	11	10	1	..	..	..	1	..	..	..	1
5. Transportation (Power) and Mechanical Engineering.	..	1	10	..	11	5	6	2	1	1	1	..	1	..	4
6. Stores Department.	5	..	1	..	6	6	..	..	..	..	..	..	..	..	..
7. Other Departments.	..	4	8	1	11	7	4	2	1	..	1	..	..	..	2
8. Total 1932-33	7	6	49	2	60	45	15	4	2	1	3	..	1	..	7
8. Total 1931-32	7	..	40	105	..	..	33	7	8	1	16	..	..	..	25
9. Percentage of Europeans to number of vacancies filled—															
1932-33							36·4								
1931-32							22·0								
10. Percentage of Indians to number of vacancies filled—															
1932-33							63·6								
1931-32							78·0								

(a) See note 3. (b) See note 4.

NOTE 1.—It is usual to publish this statement in two parts, one showing the permanent vacancies, and the other the total vacancies, whether permanent or temporary, filled during the year. As during the year under report no temporary appointments were made, the statement is published in one part.

NOTE 2.—Since the primary object of this statement is to show the number of vacancies and how they were filled, an officer whose recruitment was arranged for during a particular year has been regarded as having been appointed during that year, even if he happened to join during the ensuing year.

NOTE 3.—As a result of a number of posts being abolished during the year 1931-32 there was an excess of officers in certain departments and consequently some of the vacancies to be filled during the year were taken as a set off against the excess.

NOTE 4.—Since the primary object of this statement is to show the number of new entrants into Gazetted services by race and community, the vacancies in the Agency department which were filled by transfer of existing officers from other departments are for the purpose of columns 9 to 16.

73. It will be noticed from the statement that during the year under review the total number of appointments made in the gazetted ranks on State-managed railways was 11 of which 4 went to Europeans and 7 to Indians, of whom 2 were Hindus, 1 Muslim, 1 Indian Christian and 3 Anglo-Indians and domiciled Europeans. The ratio of Indian to European recruit-

ment was 63·6 to 36·4. The percentage of Indian recruitment in the various departments was :—

Department.	Per cent.
Accounts	...
Engineering	...
Transportation (Traffic) and Commercial	100·0
Transportation (Power) and Mechanical Engineering	66·7
Other Departments	50·0

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Per cent.
Hindus	28·6
Muslims	14·3
Anglo-Indians and domiciled Europeans	42·8
Indian Christians	14·3

The figures in the statement in paragraph 72 represent recruitment made for gazetted ranks. They exclude promotions from the lower gazetted services to the superior services, but on the other hand include appointments made by promotion from the subordinate ranks to the lower gazetted services. In order to work out the recruitment made for the superior services it would be necessary to include the former and exclude the latter and on this basis the total recruitment for the superior services comes to 10 made up as under :—

Europeans	4
Hindus	2
Muslim	1
Anglo-Indians and domiciled Europeans	2
Indian Christian	1
Total	10

On the basis of these figures the ratio of Indian recruitment for the superior services amounts to 60 per cent. The European recruitment includes 3 officers for the Burma Railways, *viz.*, 2 officers for the Transportation (Power) and Mechanical Engineering Departments and one District Medical Officer, also one subordinate promoted to the Transportation (Traction) Department of the Great Indian Peninsula Railway, who had been officiating in the superior service for a number of years. Under arrangements come to by the Government of India with the Government of Burma, recruitment in India for the superior services on the Burma Railways is confined to persons of Burman domicile and it has not hitherto been possible to obtain the requisite numbers of qualified candidates of Burman domicile to fill vacancies in the superior services on the Burma Railways. As the period under review coincides with a period of depression and retrenchment the number of officers recruited on Indian Railways has been very low only 10 and the inclusion of 3 appointments for the Burma Railways has materially affected the proportion of European and Indian recruitment. Omitting the figures for the Burma Railways the number of European recruitment would have been 1 and of Indian recruitment 6.

74. *Company-managed Railways.*—The following tables give a summary of the recruitment made for the superior services on Company-managed Railways during the year under review : Part I relates to permanent appointments and Part II includes both permanent and temporary appointments. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of PERMANENT vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1932-33.

Department.		No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by: Europeans.	Filled by: Indians. Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency		2	2	5	1	8	4	3	2	1	..	..	..	..	..	1
2. Accounts		1	..	4	..	5	3	..	..	..	..	..	..	..	..	..
3. Engineering		16	2	15	6	27	22	4	2	2	..	..	..	..	..	2
4. Transportation (Traffic) and Commercial.		10	2	9	4	17	10	6	3	..	..	2	..	1	..	3
5. Mechanical		9	..	2	1	10	5	5	4	1	..	..	..	..	..	1
6. Stores Department		3	..	1	..	4	1	2	1	1	..	..	..	..	..	1
7. Other Departments		5	..	3	..	8	2	6	3	1	1	1	..	..	..	3
8. Total	1932-33	46	6	39	12	79	*47	26	15	6	1	3	..	1	..	11
	1931-32	40	3	56	16	83	(a)44	39	19	11	1	7	..	..	1	20
9. Percentage of Europeans to number of vacancies filled.	1932-33							57·7								
	1931-32							48·7								
10. Percentage of Indians to number of vacancies filled.	1932-33							42·3								
	1931-32							51·3								

PART II.

Statement showing the TOTAL number of vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1932-33.

Department.		No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by: Europeans.	Filled by: Indians. Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency		2	2	5	1	8	4	4	2	2	..	..	..	..	..	2
2. Accounts		1	..	4	..	5	3	2	..	1	..	1	..	..	..	2
3. Engineering		20	4	16	19	21	23	—1	—3	1	..	..	1	..	..	2
4. Transportation (Traffic) and Commercial.		11	2	9	5	17	10	6	3	..	..	2	..	1	..	3
5. Mechanical		9	..	2	1	10	5	6	4	2	..	..	..	..	..	2
6. Stores Department		4	..	1	1	4	1	2	1	1	..	..	..	..	..	1
7. Other Departments		6	..	3	..	9	3	6	3	1	1	1	..	..	..	3
8. Total	1932-33	53	8	40	27	74	49	25	10	8	1	4	1	1	..	15
	1931-32	44	7	62	38	75	(b)51	24	12	7	—1	6	..	..	..	12
9. Percentage of Europeans to number of vacancies filled.	1932-33							40·0								
	1931-32							50·0								
10. Percentage of Indians to number of vacancies filled.	1932-33							60·0								
	1931-32							50·0								

(a) Figures have been revised from 44 to 46 during 1932-33.
(b) Figures have been revised from 51 to 53 during 1932-33.
* Excludes six vacancies filled by officers of the temporary Establishment as under:—

Agency	1
Accounts	2
Engineering	1
Transportation and Commercial	1
Stores	1
Total	6

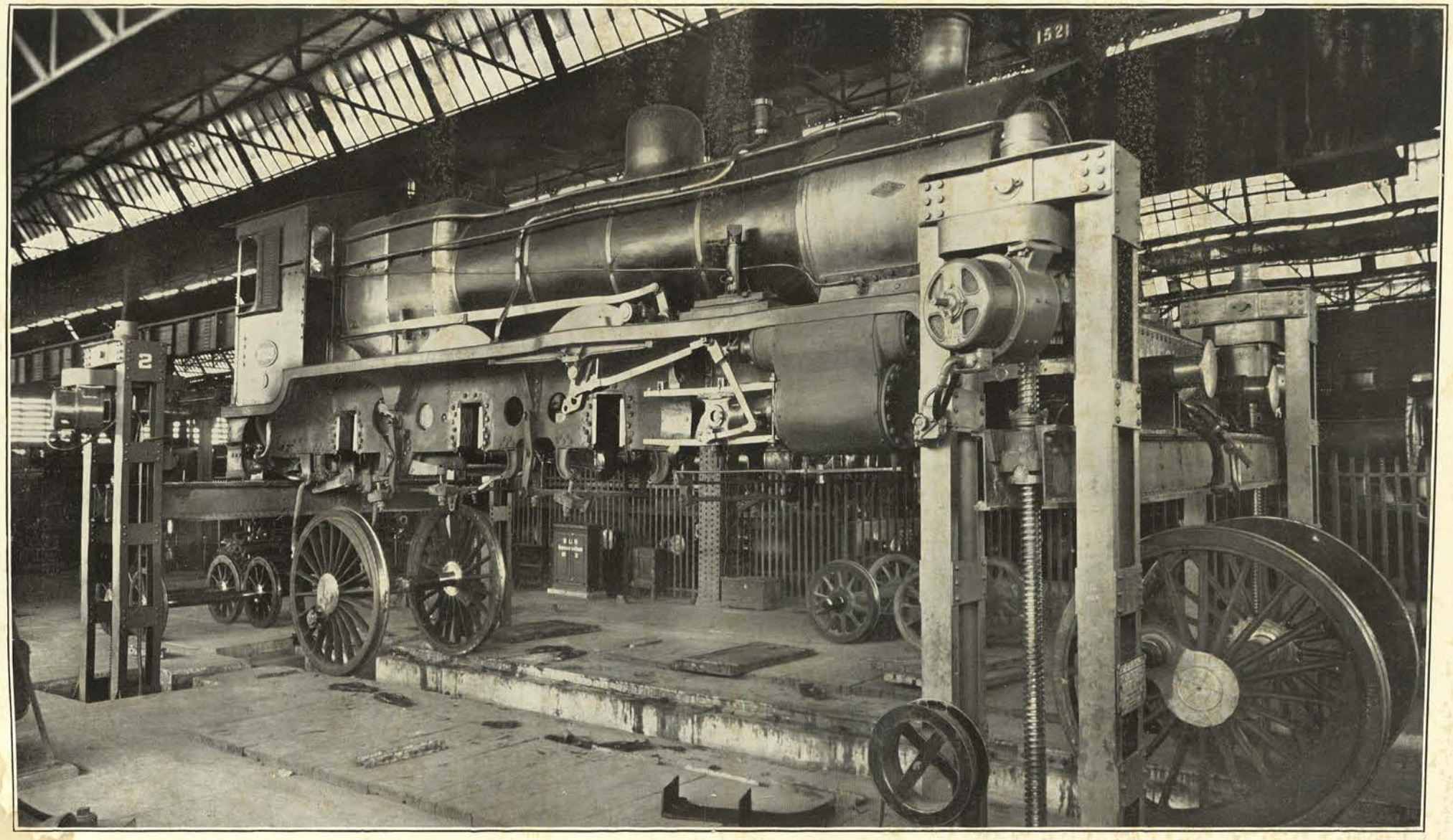
75. It will be observed from Statement Part I that during the year under review the total number of appointments made in the superior service on Company-managed Railways was 26 of which 15 went to Europeans and 11 to Indians, of whom 6 were Hindus, 3 Anglo-Indians and domiciled Europeans, 1 Muslim and 1 Indian Christian. The net total number of vacancies filled, permanent or temporary, was 23 of which 10 went to Europeans. The total actual appointments filled by Indians were 15, of which 8 were Hindus, 1 Muslim, 4 Anglo-Indians and domiciled Europeans, 1 Sikh and 1 Indian Christian. The ratio of Indian to European recruitment was 42·3 to 57·7 in respect of permanent appointments and 60·0 to 40·0 in respect of all appointments, whether permanent or temporary. The percentage of Indian recruitment in the principal departments was :—

	Permanent appointments.	Total appointments, permanent or temporary.
	Per cent.	Per cent.
Accounts	...	100·0
Engineering	50·0	100·0
Transportation (Traffic) and Commercial	50·0	50·0
Transportation (Power) and Mechanical Engineering	20·0	33·3

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Permanent vacancies.	Total vacancies.
	Per cent.	Per cent.
Hindus	55	53·3
Muslims	9	6·7
Anglo-Indians and domiciled Europeans	27	26·7
Indian Christians	9	6·7
Sikhs	...	6·6

76. *Review of the progress made since 1925.*—The following statements will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities : Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.



Locomotive Hoist.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1932 and 31st March 1933.

Name of Railway.	1st April 1925.									31st March 1932.									31st March 1933.								
		Indians.									Indians.										Indians.							
	Europeans.	Hindus.	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Other classes.	Total.	Total number on the Railway (columns 2 *plus* 9).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	Total number on the Railway (columns 11 *plus* 18).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	Total number on the Railway (columns 20 *plus* 27).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	90	3	..	..	..	..	12	15	105	90	4	1	9	..	..	7	21	111	82	4	1	9	..	..	7	21	103
Eastern Bengal	79	31	3	..	..	..	12	46	125	72	46	6	7	2	2	1	64	136	70	45	5	10	2	2	1	65	135
East Indian	227	49	12	..	..	..	26	87	314	188	78	11	37	2	2	1	131	319	189	74	13	37	2	2	2	130	319
Great Indian Peninsula	175	18	5	..	..	..	23	46	221	165	29	10	12	..	3	6	60	225	156	32	11	10	..	5	5	63	219
North Western	192	60	13	..	..	..	28	101	293	149	67	20	11	8	3	1	110	259	138	78	20	14	8	4	..	124	262
Railway Board and Miscellaneous Offices.	59	8	3	..	..	..	14	25	84	45	14	4	7	..	..	1	26	71	42	11	8	5	..	..	2	26	68
TOTAL	822	169	36	..		..	115	320	1,142	709	238	52	83	12	10	17	412	1,121	677	244	58	85	12	13	17	429	1,106
Company-managed Railways.																											
Assam Bengal	52	6	1	..	..	..	2	9	61	41	16	4	9	1	..	..	30	71	42	17	4	8	1	..	..	30	72
Bengal Nagpur	170	27	5	..	..	..	19	51	221	140	43	8	16	2	1	2	72	212	132	40	7	15	2	1	2	67	199
Bengal and North-Western	55	3	1	..	..		..	4	59	58	6	3	1	..	..	..	10	68	59	6	3	2	..	..	..	11	70
Bombay, Baroda and Central India	159	14	..	..	..	..	21	35	194	125	29	2	3	1	3	10	48	173	123	31	3	4	2	3	8	51	174
Madras and Southern Mahratta	122	15	1	..	..	..	6	22	144	106	31	..	8	..	2	3	44	150	103	27	..	8	2	2	4	43	146
Rohilkund and Kumaon	12	1	..	..	..	..	..	1	13	11	2	2	..	..	..	..	4	15	11	2	2	..	..	..	..	4	15
South Indian	93	17	1	..	..	..	3	21	114	79	44	1	7	..	1	1	54	133	77	43	1	8	..	1	..	53	130
TOTAL	663	83	9	..	..	..	51	143	806	560	171	20	44	4	7	16	262	822	547	166	20	45	7	7	14	259	806
GRAND TOTAL	1,485	252	45	..	..	..	166	463	1,948	1,269	409	72	127	16	17	33	674	1,943	1,224	410	78	130	19	20	31	688	1,912

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1932.	1933.				1925.*	1932.	1933.
Europeans		State-managed Railways.	71·98	63·25	61·21	Indians—*contd.*	Sikhs	State-managed Railways.	*	1·07	1·08
		Company-managed Railways.	82·26	68·13	67·87			Company-managed Railways.	*	0·49	0·87
		TOTAL	76·23	65·31	64·02			TOTAL	*	0·82	0·99
Indians	Hindus	State-managed Railways.	14·80	21·23	22·06		Indian Christians	State-managed Railways.	*	0·89	1·18
		Company-managed Railways.	10·30	20·80	20·59			Company-managed Railways.	*	0·85	0·87
		TOTAL	12·94	21·05	21·44			TOTAL	*	0·88	1·05
	Muslims	State-managed Railways.	3·15	4·64	5·24		Other classes	State-managed Railways.	*10·07	1·52	1·54
		Company-managed Railways.	1·12	2·43	2·48			Company-managed Railways.	*6·32	1·95	1·74
		TOTAL	2·31	3·71	4·08			TOTAL	*8·52	1·69	1·62
	Anglo-Indians	State-managed Railways.	*	7·40	7·69		TOTAL	State-managed Railways.	28·02	36·75	38·79
		Company-managed Railways.	*	5·35	5·58			Company-managed Railways.	17·74	31·87	32·13
		TOTAL	*	6·54	6·80			TOTAL	23·77	34·69	35·98

* Anglo-Indians, Sikhs, and Indian Christians included in "Other classes" in 1925.

PART II.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1932 and 31st March 1933.

Name of Railway.	1st April 1925.									31st March 1932.									31st March 1933.								
		Indians.									Indians.										Indians.							
	Europeans.	Hindus.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Other classes.	Total.	Total number on the Railway (columns 2 *plus* 9).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.	Total number on the Railway (columns 11 *plus* 18).	Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	Total number on the Railway (columns 20 *plus* 27).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	28	83	9	..	..	..	198	290	318	27	92	11	249	15	11	38	416	443	24	90	9	240	14	13	38	404	428
Eastern Bengal	143	106	5	..	..	..	163	274	417	78	158	12	176	4	2	5	357	435	70	147	9	174	3	2	4	339	409
East Indian	859	300	25	..	..	..	789	1,114	1,973	570	469	46	931	7	10	2	1,465	2,035	518	451	49	909	12	14	5	1,440	1,958
Great Indian Peninsula	286	125	29	..	..	..	803	957	1,243	300	231	35	674	12	80	94	1,126	1,426	270	231	34	647	14	89	89	1,104	1,374
North Western	401	328	123	..	..	..	378	829	1,230	355	306	191	353	91	22	53	1,016	1,371	368	330	184	357	88	14	36	1,009	1,377
Railway Board and miscellaneous offices.	*	*	*	*	*	*	*	*	*	3	160	25	32	10	1	10	238	241	2	153	26	28	10	3	6	226	228
TOTAL	1,717	942	191	..	..	..	2,331	3,464	5,181	1,333	1,416	320	2,415	139	126	202	4,618	5,951	1,252	1,402	311	2,355	141	135	178	4,522	5,774
Company-managed Railways.																											
Assam Bengal	22	23	4	..	..	..	46	73	95	17	32	3	35	2	1	3	76	93	17	32	3	37	2	1	3	78	95
Bengal Nagpur	333	140	13	..	..	..	403	556	889	236	189	15	403	17	9	3	636	872	205	197	17	398	13	10	3	638	843
Bengal and North-Western	31	15	2	..	..	..	59	76	107	18	17	6	66	1	1	..	91	109	17	20	9	56	1	1	..	87	104
Bombay, Baroda and Central India	155	253	25	..	..	..	506	784	939	129	305	33	368	5	54	110	875	1,004	145	304	31	329	4	43	117	828	973
Madras and Southern Mahratta	85	31	1	..	..	...	173	205	290	88	48	..	178	..	3	7	236	324	31	48	..	177	..	4	8	237	318
Rohilkund and Kumaon	6	5	1	..	..	..	13	19	25	7	3	1	10	..	..	1	15	22	6	3	1	9	..	..	..	13	19
South Indian	63	73	2	..	..	..	158	233	296	38	91	5	167	..	8	1	272	310	41	88	6	159	..	7	1	261	302
TOTAL	695	540	48	..	..	..	1,358	1,946	2,641	533	685	63	1,227	25	76	125	2,201	2,734	512	692	67	1,165	20	66	132	2,142	2,654
GRAND TOTAL	2,412	1,482	239	..	..	..	3,689	5,410	7,822	1,866	2,101	383	3,642	164	202	327	6,819	8,685	1,764	2,094	378	3,520	161	201	310	6,664	8,428

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1932.	1933.
Europeans		State-managed Railways.	33·14	22·40	21·68
		Company-managed Railways.	26·32	19·50	19·29
		TOTAL	30·84	21·49	20·93
Indians	Hindus	State-managed Railways.	18·18	23·79	24·28
		Company-managed Railways.	20·44	25·05	26·08
		TOTAL	18·95	24·19	24·84
	Muslims	State-managed Railways.	3·69	5·38	5·39
		Company-managed Railways.	1·82	2·30	2·52
		TOTAL	3·05	4·41	4·48
	Anglo-Indians	State-managed Railways.	†	40·58	40·79
		Company-managed Railways.	†	44·88	43·89
		TOTAL	†	41·98	41·77
Indians—*contd.*	Sikhs	State-managed Railways.	†	2·34	2·44
		Company-managed Railways.	†	0·91	0·75
		TOTAL	†	1·89	1·91
	Indian Christians	State-managed Railways.	†	2·12	2·34
		Company-managed Railways.	†	2·78	2·49
		TOTAL	†	2·32	2·39
	Other Classes	State-managed Railways.	†44·99	3·89	3·08
		Company-managed Railways.	†51·42	4·57	4·98
		TOTAL	†47·16	3·77	3·68
	TOTAL	State-managed Railways.	66·86	77·60	78·32
		Company-managed Railways.	78·68	80·50	80·71
		TOTAL	69·16	78·51	79·07

* Not available.

† Anglo-Indians, Sikhs, and Indian Christians included in "Other classes" in 1925.

77. It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 38·79 per cent. on State-managed and 32·13 per cent. on Company-managed Railways in 1933 by a corresponding reduction in the European element. Among the Indians the percentage increase by communities in 1933 as compared with 1925 is shown below :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1933.	1925.	1933.
Hindus	14·80	22·06	10·30	20·59
Muslims	3·15	5·24	1·12	2·48
Anglo-Indians	*	7·69	*	5·58
Sikhs	*	1·08	*	0·87
Indian Christians	*	1·18	*	0·87
Other classes	10·07*	1·54	6·32*	1·74

* Anglo-Indians, Sikhs and Indian Christians included under " other classes " in 1925.

78. Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

—	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1933.	1925.	1933.
Europeans	33·14	21·68	26·32	19·29
Indians—				
Hindus	18·18	24·28	20·44	26·08
Muslims	3·69	5·39	1·82	2·52
Anglo-Indians	*	40·79	*	43·89
Sikhs	*	2·44	*	0·75
Indian Christians	*	2·34	*	2·49
Other classes	44·99*	3·08	51·42*	4·98
Total Indians	66·86	78·32	73·68	80·71

* Anglo-Indians, Sikhs and Indian Christians included under " other classes " in 1925.

79. Representation of minority communities in Railway Services.— This difficult problem continued to receive attention. It was stated in last year's report that an officer was placed on special duty in March 1931 in connection with the representation of minority communities in the subordinate railway services. The Railway Board's proposals on his recommendations were submitted to the Government of India whose final decision is

awaited. Orders of the Government of India as to a percentage of new appointments made in India being reserved for the redress of marked communal inequalities issued in July 1926, but since early in 1931 there has been practically no new recruitment made to the railway services, so that no rapid change in the representation of any minority community has been possible and, in branches of the service where the number of any community has in the past been low, no considerable and sudden increase in their representation has occurred.

80. Training of staff.—(i) *Superior Staff.*—As stated in the Report for the last year, the Railway Staff College, Dehra Dun, was closed at the end of February 1932. Since then the question as to the most suitable methods to adopt in regard to the training of officers and probationers has been engaging the attention of the Railway Board who had the advantage of discussing this question with the Agents of Class I Railways at Simla in October 1932. The opinion of the majority of the Agents was that, though the Staff College had been closed, lectures should continue to be given to probationers of the Transportation (Traffic) and Commercial Departments. The majority of those present at the time of this discussion agreed that refresher lectures were also of value to officers. The matter is still under the consideration of the Railway Board and it is hoped that a decision would be arrived at at an early date. In the meantime probationers are being given training by the Railways to which they are posted under directions issued by the administration.

(ii) *Area Schools.*—A brief resume of the activities during the year of the Area Schools engaged in the training of railway staff is given below :—

(*a*) *Railway School of Transportation, Chandausi and Asansol Training School (East Indian Railway).*—During the year under review the activities of the Transportation School at Chandausi and of the Training School at Asansol continued on the lines hitherto followed. The number of students attending courses shows a slight increase over last year in spite of the fact that further retrenchments were carried out.

During the year 1932-33, courses of instruction were on much the same lines as in the previous year. Owing to the suspension of recruitment there were fewer probationary Assistant Station Master's courses but more refresher courses were held and, compared with 10,295 student days for 391 students in attendance during 1931-32, there were 11,092 student days for 421 students in attendance during 1932-33. The cost per student day was reduced from Rs. 7-9-0 for the year 1931-32 to Rs. 5 for the year under review.

At the Asansol Training School where locomotive running and fitting staff, carriage and wagon staff and switchmen of the Transportation branch are trained, there were fewer grade examinations and instructional courses for running staff but there was an increase in the number of refresher and demonstration courses for all the above classes of staff. The total number of student days during the year 1932-33 was 14,806, as compared with the previous record of 12,537 during the year 1931-32, the cost per student day being Rs. 1-7-0 as in the previous year.

The training of switchmen has been discontinued at Asansol and is now carried out at Chandausi.

(*b*) *Walton Training School, Kot Lakhpat (North Western Railway).*—During the year under report this school continued the training of staff for the North Western Railway. The total number attending the school in 1932-33 was 1,230 as compared with 1,302 in the previous year. The reduction is due to the temporary suspension of recruitment.

The training of line staff, both senior and junior, has been actively pursued and it is reported that the efficiency resulting from such training is apparent.

One probationary Assistant Transportation Officer, five Probationer Engineers and two Student Engineers attended the school for various courses and examinations during this period.

81. Improvement in the service conditions of the staff.—(i) *Hours of Employment Regulations.*—The question of the extension of the application of the Hours of Employment Regulations to the Burma and the Company-managed Railways was reviewed by the Board early in January 1933, when it was decided that, in view of the prevailing financial stringency, it would not be possible to extend the application of the Regulations to these railways for the time being. In communicating this decision, these railway administrations were asked not to relax their efforts to apply the provisions of the Regulations where this was possible without incurring additional expenditure, it being pointed out to them at the same time that the present conditions of slack traffic presented opportunities for re-organising work in certain instances so as to achieve this end, and that anything which could be done in this direction would facilitate the more precise application of the Regulations which will be necessary when statutory effect is given to them on these railways. These railway administrations were also asked to report to the Board the action they might find it possible to take in the direction indicated by the Board.

(ii) *Acceleration of payments.*—The question of the speeding up of the payment of wages to staff on railways continued to receive the attention of the Railway Board and the railway administrations. Mention was made in the last report of a system introduced on the Eastern Bengal Railway for the preparation and payment of wages bills so as to ensure that workshop staff received their wages within 8 to 10 days and all other staff within 7 days of the close of the period for which they were earned. With a view to encouraging the extension of such a scheme to other railway administrations, a copy of the report on the introduction of earlier payments on the Eastern Bengal Railway was circulated to principal railway administrations in June 1932. The subject was further examined by the Railway Board in connection with certain recommendations made by the Royal Commission on Labour and a bill to regulate the payment of wages to certain classes of persons employed in industry was introduced in the Legislative Assembly on the 1st February 1933 by the Government of India. This bill aims at securing prompt payment of wages and of regulating deductions from wages of workmen. The scope of the bill is limited, in the first instance, to employees in receipt of less than Rs. 100 a month, the provisions relating to prompt payment of wages being applicable, in the first instance, to workers employed in factories and those relating to deductions being intended for application, in the first instance, to factory workers and railway workers. The bill was circulated for eliciting public opinion, on the adoption of a motion by the Legislative Assembly, on the 14th February 1933, to that effect.

(iii) *Investigation into the system of raising and recovering debits.*—Mention was made in the last report of a system to be tried on the Eastern Bengal Railway under which error sheets of amounts exceeding a certain amount were to be checked by a gazetted officer of the Accounts Department and, if necessary, discussed with a Commercial Officer, a debit being raised only after both are agreed to its correctness. This system was introduced on the Eastern Bengal Railway and continued to be in operation during the period under review. On receipt of a report from the Eastern Bengal Railway on the results of this experiment the question of the continuance of the system on the Eastern Bengal Railway and of the extension of similar or modified schemes to other railways will be considered.

In the last report a reference was also made to the proposed trial, on the North Western Railway, of a Conduct Marks System, with a view to elimination of fines and debits for petty offences. The Agent, North Western Railway, reported that a system of Conduct Marks has been introduced on the Delhi Division with effect from the 1st March 1933. The question of extending the system will be considered after a report has been received from the Agent, North Western Railway, and if it is found that the system has worked successfully during the experimental stage.

82. Welfare.—(i) *Assistance to Railway employees for the education of their children* .—It was stated in the report for the last year that an officer of

the Education Department was placed on special duty to make a detailed estimate of the cost of the introduction of the new rules for the grant of assistance to railway employees towards the education of their children, as well as the cost, as it would be, if the rules were liberalised in certain directions, and further to report on the administration of the schools maintained by the State-managed Railways. This officer was, as stated last year, engaged in his investigation on the East Indian, North Western and Great Indian Peninsula Railways. He completed his investigation on these railways in 1932. His reports on these, as well as on the Eastern Bengal Railway, are still under consideration by the Railway Board.

(ii) *Staff Benefit Fund.*—The staff benefit funds introduced on the State-managed railways with effect from the 1st April 1931, continued to function and, with the establishment of a staff benefit fund on the Madras and Southern Mahratta Railway from the 1st January 1933, all the Company-managed railways have now established staff benefit funds on their railways.

(iii) *Railway Sports.*—The Indian Railways Athletic Association hold annually an athletic tournament and a tournament in one of the field games.

The athletic tournament was held in Delhi on the 23rd March 1933 being competed for by the North Western, Bombay, Baroda and Central India, Bengal Nagpur, Eastern Bengal, East Indian, Great Indian Peninsula, Madras and Southern Mahratta, His Exalted Highness the Nizam's State and South Indian Railways and the Railway Board.

The North Western Railway won the athletic tournament for the fifth year in succession and the Bengal Nagpur Railway were the runners up.

For the field game, a hockey tournament was decided upon and was held in Delhi from 24th to 27th March 1933. The following teams competed—East Indian, Eastern Bengal, His Exalted Highness the Nizam's State, Railway Board, Bombay, Baroda and Central India and North Western.

The North Western Railway, who also won the athletics, won the hockey tournament, the East Indian Railway being the runners up.

83. Report of the Royal Commission on Labour.—It was mentioned in the last report that the Board had been able to formulate provisional conclusions on certain of the recommendations contained in the chapters of the Report of the Royal Commission on Labour concerning railways. During the period under review the examination of the recommendations of the Royal Commission affecting railways continued to engage the attention of the Board and in December 1932, instructions were issued to State-managed railways, with an invitation to Company-managed railways to follow a similar procedure, giving effect to certain recommendations, the chief of which are :—

(i) that necessary arrangements should continue to be made by the railway administrations to make known to all employees and applicants for employment that bribes are in no circumstances to be given and that proof of giving or taking bribes will render employees liable to summary dismissal;

(ii) that the principles embodied in the leave rules should be reviewed from time to time by railway administrations;

(iii) that the claims of low-paid workers to improved wage standards should continue to receive the attention of the railway administrations with due regard to the level of prices and financial considerations;

(iv) that the weekly rest period may be granted to all continuous workers except the running staff and certain categories of the works staff of the Engineering department so far as financial considerations permit and that, pending the extension of the Hours of Employment Regulations to the railway to which they have not yet been applied and the subsequent examination of the reduction of the hours of work of intermittent workers, railway administrations should take the necessary steps to reduce the

hours of work and provide suitable periods of rest in individual cases where humanitarian considerations require such a course;

(v) that railway administrations should continue to give effect to the principle of finding suitable alternative employment in regard to workers declared medically unfit for a particular post;

(vi) that railway administrations should continue to give effect to the existing practice by which records are kept of the temporary service of employees, where practicable, with a view to priority for permanent employment; and

(vii) that on one State-managed railway arrangements should be made for the maintenance of a register for the purpose of checking the turnover in one or possibly two departments, the practical advantages of the maintenance of such registers to be investigated after this experiment had been tried for one year. The East Indian Railway was selected for this experiment.

Other recommendations of the Royal Commission on Labour affecting railways are still under the consideration of the Railway Board.

84. Elimination of Racial Discrimination.—This question continued to receive attention from the Railway Board. Racial discrimination has been practically removed in all directions on the State-managed railways. The position on the Company-managed railways was reviewed during the year and, as a result of that review, the Company-managed railways were again addressed on certain matters in which some element of racial discrimination existed and further reports were called for.

The importance of keeping a close watch on the position and making a periodical review to ensure that racial discrimination is removed both in the spirit and in the letter was impressed on the railway administrations by the Railway Board.

The replies received from the Company-managed railways show that further progress has been made in regard to elimination of racial discrimination. This matter will continue to be examined further by the Railway Board.

85. Economies in Staff charges.—(i) *Reductions in the strength of the subordinate and inferior staff and of workshop employees.*—The retrenchment of staff carried out on all principal railways during 1931 was dealt with at some considerable length in paragraph 88 of last year's report, wherein it was shown that retrenchments by discharges which were suspended (with minor exceptions) in July 1931 were not resumed until June 1932. In a communiqué dated the 6th June 1932, issued by the Government of India, it was announced, *inter alia*, that in view of the continued serious decline in the volume of traffic, the gross earnings and transportation operations of railways, the Government of India had reluctantly decided to authorise the resumption of the retrenchment of staff on railways in which the surplus, according to an estimate made in January 1932, was placed at 7,477, with a further surplus of 4,482 anticipated as likely to arise in the near future. In the same communiqué it was pointed out that these figures were estimates made in January 1932 and that the actual number of surplus staff to be discharged might, in the intervening period, *i.e.*, between January and June 1932, have undergone modification, *e.g.*, by normal wastage and voluntary retirements. In authorising the resumption of retrenchment in this communiqué, the following instructions were laid down for the guidance of State-managed railways, with an invitation to Company-managed railways to follow a similar procedure:—

(*a*) that recognised Unions should be advised of the number of employees of each category in each department or division and workshop, which it was intended to discharge if and where such number was considerably in excess of the number previously advised to them, with a view to any representations which such unions may make within a fortnight being considered by administrations before discharging the additional number;

(*b*) that where no recognised Unions existed in respect of such surplus staff, action should be taken by railway administrations to make known the intended discharges to the employees, unless this had already been done at an earlier stage, in order that they may have an opportunity of submitting representations themselves;

(*c*) that in the retrenchment authorised in the said communiqué of 6th June, staff be discharged in accordance with the rule of length of service within each appropriate unit subject to such adjustments as may be necessary to maintain the proportions of the various communities approximately at the levels at which they stood prior to the retrenchment of 1931;

(*d*) that railway administrations should consider the desirability of framing supplementary instructions with a view to ensuring uniformity of procedure within each railway;

(*e*) that railway administrations should appoint a committee or committees to consider appeals from employees discharged or demoted which are submitted on the ground that such discharge or demotion is in contravention of the instructions laid down by the Railway Board or the Agent, such appeals being allowed to be submitted through the Unions if the appellants so chose;

(*f*) that with a view to reducing the number of employees to be discharged, Agents of railways have the discretionary power of adopting other expedients for spreading work, as far as may be practicable having regard to the conditions obtaining on each railway.

It was also pointed out in the same communiqué that the Government of India felt considerable doubt regarding the desirability of continuing to apply the principle of discharging men on the rule of length of service to further block retrenchments which might become necessary in future and that they proposed to postpone a decision on the point until after discussion with the All-India Railwaymen's Federation.

Following the issue of the communiqué of the 6th June 1932, detailed instructions were issued to railway administrations regarding the special terms to be given to various categories of staff for voluntary retirement and for discharge of surplus staff. The terms for voluntary retirement offered to staff in inferior service, labourers and workshop employees included the offer of one month's pay as bonus, *plus*, in the case of those who had completed 3 years continuous service, a bonus equal to the leave salary which they would draw if they were given leave on full pay due to them, subject to a minimum of half a month's pay and a maximum of 20 days' pay, certain provisions of the Gratuity and Provident Fund rules being also relaxed in their favour. The terms to be given to such staff on their discharge from service were somewhat more liberal than the terms usually given to such staff on discharge. In the case of staff other than those in inferior service, or other than labourers and workshop employees, one month's pay as bonus or, at their option, leave due and admissible, other than leave on medical certificate or urgent private affairs, were offered on voluntary retirement, certain provisions of the Gratuity and Provident Fund rules being also relaxed in their favour, while, in the case of discharge of such staff, they were given the option to take a month's pay in lieu of notice or to take the leave due and admissible, other than leave on medical certificate or urgent private affairs, with somewhat fewer relaxations of the Gratuity and Provident Fund rules than those allowed to them in connection with voluntary retirement. Settlement passes on the home line and on foreign lines, with the consent of the railways concerned and in accordance with any reciprocal arrangements which might be entered into with foreign railways, were allowed to all staff both on voluntary retirement and on their discharge from service. These terms for voluntary retirement of staff were allowed to remain in force on all railways up to the 31st July 1932, in units in which there was a surplus, and up to the 31st October 1932, in units in which there was no surplus but where there was a waiting list of men

discharged. The dates for voluntary retirement of surplus staff were, at the request of individual railway administrations, extended beyond the 31st July 1932. The retrenchment effected by railways after the issue of the communiqué of 6th June 1932 was reviewed early in September 1932 and it was found that, excluding an estimated surplus of approximately 2,000 employees on the Bengal Nagpur Railway and 400 in the Ajmere workshops of the Bombay, Baroda and Central India Railway, the total number of staff to be discharged was 1,866 which figure did not take into account 710 employees in the Bombay division of the Great Indian Peninsula Railway who were expected to become surplus and whom the Agent of the Great Indian Peninsula Railway was endeavouring to absorb by interdivisional transfers. The number of voluntary retirements on all railways up to the 1st week of September 1932 was about 4,250, from which it will be seen that, out of the total number of 7,477 employees estimated as likely to be surplus in January 1932 with a prospect of a further surplus of 4,482 employees, the number to be discharged was relatively low, as a result largely of the offer of special terms for voluntary retirement, of normal wastage, and the adoption of other expedients for spreading work. The above figures of staff discharged exclude 342 workshop employees discharged by the Bengal and North-Western and Rohilkund and Kumaon Railways in May 1932, *i.e.*, before the issue of the communiqué of the 6th June 1932 referred to above, following a protest by the workmen against short-time working.

(ii) *Emergency cut in pay.*—Mention was made in the last year's report of the emergency reduction in pay of Government servants including those of the Railway Department not exceeding 10 per cent. Under the orders of the Government of India, this reduction applied to pay earned up to 31st March 1933. During the year under review it was decided that an emergency reduction in pay not exceeding 5 per cent. should apply during 1933-34 in respect of all Government servants including those of the Railway Department.

Company-managed railways have adopted the same procedure.

(iii) *Revision of the scales of pay of future entrants into the Superior and Subordinate services.*—During the year under review, the Railway Board formulated certain proposals in regard to revised scales of pay for future entrants into the Superior Services and these received the approval of the Secretary of State for India. It is intended that the revised scales of pay should be introduced during 1933-34. The revision of the scales of pay for Subordinate services is still under examination.

86. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board met the representatives of the All-India Railwaymen's Federation on two occasions, once in June 1932 and a second time on the 1st March 1933. The main subjects discussed at the meeting held in June related to staff retrenchment on railways and the Government's decisions on the Report of the Court of Enquiry appointed to investigate into the retrenchment carried out on railways in 1931, while the recommendation of the Royal Commission on Labour relating to the setting up of a Joint Standing Machinery for the settlement of disputes on railways was the most important subject discussed at the meeting held in March 1933. The suggestions put forward by the Federation have been under consideration by the Railway Board.

87. Court of Enquiry.—Mention was made in the last report of the recommendation of the Court of Enquiry regarding two lists, List A recommending the reinstatement of 80 men and List B suggesting the re-examination of 68 cases with a view to reinstatement of deserving persons whose names were contained in paragraphs 266 to 279 of its report and of the Government of India's decision accepting the said recommendation of the Court of Enquiry and of the instructions issued to the Agents of State-managed railways and the invitation to the Agents of Company-managed railways to adopt a similar course. The Report of the Court of Enquiry and the Government's decisions on its recommendations came up for discussion with the All-India Railwaymen's Federation at the fifth half-yearly meeting held in June

1932, when the Federation commented on the fact that, while accepting the Court's recommendation for the reinstatement of certain persons, the Government of India had reserved for further consideration the cases of persons discharged or demoted otherwise than as a measure of retrenchment. In response to this representation of the Federation, the Chief Commissioner of Railways stated that, so far as the State-managed railways were concerned, such cases would be few and that every such case would receive his personal attention, while with regard to Company-managed railways the Agents would be invited to follow a similar procedure. In accordance with the undertaking given to the Federation by the Chief Commissioner of Railways the cases of persons discharged or demoted otherwise than as a measure of retrenchment referred to the Board by railway administrations were examined by the Board and received the personal consideration of the Chief Commissioner of Railways. The other recommendations of the Court of Enquiry relating to the principles to be applied in connection with the selection of personnel on future occasions of block retrenchments on railways were accepted provisionally so far as impending retrenchments were concerned.

88. Madras and Southern Mahratta Railway Strike.—In connection with the retrenchment carried out on all principal railways following on the recent considerable decrease in traffic, the Madras and Southern Mahratta Railway found, during the latter half of 1932, that they had a surplus of some 700 workshop employees. In order to avoid discharging these men they announced certain increases in short time working. The Madras and Southern Mahratta Railway Employees' Union challenged the figure of surplus staff and, after certain negotiations, declared a strike, in the Perambur Mechanical workshops of the Madras and Southern Mahratta Railway, from the morning of the 24th October 1932, as a protest against the increased short time working to be introduced in the said workshops from the 21st October. The strike began on the morning of the 24th October 1932, in the Perambur workshops and spread to the Arkonam Engineering workshops on the 3rd November 1932, and to the Hubli workshops on the 19th November 1932. The bulk of the staff in the Perambur workshops and in the Arkonam workshops were on strike while rather less than half of the men of the Hubli workshops were on strike. The strike continued from the 24th October 1932 without any material abatement and on the 18th December 1932 a Committee was convened by the Sheriff of Madras consisting of prominent citizens, under the chairmanship of Mr. F. E. James, with a view to effect a settlement. The Committee succeeded in framing terms for a settlement which were accepted by both parties and the terms of settlement were published on the 23rd December 1932. Unfortunately, the dispute was prolonged on account of differences of opinion as to the interpretation of the terms of settlement regarding the exclusion of certain workmen by the Administration at Arkonam and Hubli workshops and the Madras and Southern Mahratta Railway Employees' Union advised the men not to go back to work on account of an alleged breach of the terms of settlement on the part of the Agent, Madras and Southern Mahratta Railway. A communiqué was issued by the Agent, Madras and Southern Mahratta Railway on the 27th December 1932, in which the Agent stated that the necessity for excluding certain workmen at Arkonam and at Hubli had been made clear by him to the Citizens' Committee, that he had intimated that the administration would not go back on the action taken in this respect and that while information to this effect had not actually been included in the terms of settlement, the Agent had pointed this out to the Committee and had received an assurance from the Committee that the position regarding the exclusion of certain workmen at Arkonam and Hubli had already been made clear and accepted. The Citizens' Committee re-assembled on the 2nd January 1933 and made further efforts to bring the parties to an agreed conclusion but the Committee abandoned their efforts on the 5th January 1933 owing to the unwillingness of the Union to withdraw the allegation of a breach of the terms of the settlement by the Agent, Madras and Southern Mahratta Railway. The Committee issued a communiqué on the 5th January 1933 explaining the position as it stood on that date, affirm-

ing that there had been no breach of the settlement by the Agent, and that the charges levelled against him had made a settlement of the outstanding issues more difficult. As a rejoinder to the communiqué issued on the 5th January by the Citizens' Committee the Union issued a statement to the Press on the 6th January 1933 which in turn was followed by a further communiqué from the Citizens' Committee on the 7th January 1933. Subsequently the strike was called off by a resolution passed by the Central Council of the Madras and Southern Mahratta Railway Employees' Union, on the 7th January 1933 accepting the terms of the settlement arrived at by the Committee, but affirming that in their opinion the terms of settlement involved the reinstatement of all men at Arakonam and Hubli and that further action would be taken in that connection.

CHAPTER VII.

MISCELLANEOUS.

89. Passenger train services and travel amenities.—From the financial aspect, the year under review proved to be worse than the previous year, which was in itself none too prosperous, but improvements in passenger train organisation and station arrangements continued to receive the careful attention of Railway administrations. The programme for providing up-to-date coaching stock and the carrying out of improvements to the existing stock and such steps as the provision of cool drinking water to passengers, restaurant cars, refreshment rooms and catering arrangements, waiting room accommodation and various other minor details such as the provision of benches in station platforms and waiting halls, city booking offices, etc., which go to ensure the comfort of passengers, continued to receive adequate attention of railways, in spite of the unrelieved financial stringency. In the following paragraphs, the measures, adopted by the principal railways during the year under review, are briefly outlined :—

(i) *Train Services.*

Assam Bengal Railway.—Due to the introduction of an additional mixed train each way between Tinsukia and Pandu from February 1933, the mixed train mileage was increased from 7,749 on 31st March 1932 to 8,679 on 31st March 1933.

Bengal and North-Western Railway.—From March 1933 Nos. 1 Up and 2 Down Express trains were extended to run through to Amingaon on the Eastern Bengal Railway. One up and one down trains were diverted *viâ* Muzaffarpur and Samastipur instead of *viâ* the main Line. One passenger train each way was introduced between Gonda and Naipalganj Road. These changes resulted in an average daily increase of 113 train miles.

Bengal Nagpur Railway.—A later departure from Howrah by 2 hours 12 minutes and an earlier arrival at Howrah by 55 minutes of the Madras Mails were arranged in the interest of the business community. Two passenger trains between Bilaspur and Katni were accelerated by nearly 1½ hours and about 2 hours respectively. Nagpur Howrah Passenger was accelerated by 2 hours 9 minutes thus facilitating a corresponding later start from Nagpur. The daily train mileage on the broad and narrow gauge sections of this railway system has increased by 15 and 139 miles respectively.

Bombay, Baroda and Central India Railway.—The train miles in 1932-33 as compared with 1931-32 have decreased by 228½ miles on the broad gauge and increased by 120½ miles on the metre gauge. For the convenience of the travelling public, the following changes in passenger train services were made :—

Broad Gauge.—Owing to the arrival of the P. & O. Mail Steamers in Bombay on Thursday evenings instead of on Friday mornings, the time of departure of the Frontier Mail, Gujrat Mail, Kathiawar Mail and Delhi Express from Bombay Central was altered from October 1932. An additional train each way was introduced on the Nadiad-Kapadvanj section. On the other hand owing to a serious fire in the Bandra sub-station in May 1932, a restricted electric train service was introduced from June 1932.

Metre Gauge.—On the metre gauge, one mixed and one local passenger trains running between Rewari and Narnaul were extended to run as fast passenger trains to and from Reengus. 32 down passenger on the Malwa section was timed to arrive at Ajmer at 10-5 instead of 11 hours, so as to give an additional connection with the main line No. 5 Up passenger. Nos. 23 Up and 24 Down fast passengers were cancelled between Bhatinda and Sirsa and these trains were split up to run as locals between Sirsa-Hissar and

Automatic Level-crossing Barriers at Khardah "Lowered."

Hissar-Rewari with a view to facilitate the attendance at courts, etc., at Sirsa and Hissar by the local passengers. Two mixed trains running between Garhi Harsaru and Farukhnagar were extended to run from and to Delhi, two mixed trains running between Cawnpore Central and Kaimganj were extended to run from and to Khasganj Junction and two mixed trains running between Fatehgarh and Kaimganj were cancelled. The afternoon trip of the sentinel service from Ajmer to Kishangarh and back was cancelled and it was run to and from Nasirabad instead. Two shuttle trains between Nandol Dehgam and Ahmedabad were introduced.

Burma Railways.—With the use of YC engines, it was possible to accelerate considerably the speed of mail trains, the time taken between Rangoon and Mandalay being shortened by over two hours. A fast local train service of one train each way between Penwegon and Toungoo, was introduced in order to provide a better service and also to counteract the intense motor bus competition. In order to provide an improved service and to combat the motor bus competition important alterations were also made in the local service trains. A local mixed train was cancelled between Pegu and Pyuntaza and a new train was put on to run from Pegu to Toungoo and another from Toungoo to Pyuntaza. Four suburban trains running between Rangoon and Wanetchaung, and Rangoon and Insein were cancelled and one train each way was introduced between Rangoon and Thingangyun for the convenience of passengers returning home after office hours.

Eastern Bengal Railway.—Owing to decrease in passenger traffic train services except mail and express, were reduced generally.

On the broad gauge the number of trains running on the Calcutta-Budge Budge section was, however, increased in order to counteract the growing bus competition in that region.

On the metre gauge, certain mixed trains were converted into passenger trains and a through train was introduced from Amingaon to Lucknow for the convenience of passengers travelling from Assam and the United Provinces; a connecting train between Parbatipur and Katihar being also introduced.

East Indian Railway.—The total mileage of mail, express and other passenger trains including mixed trains and suburban trains and shuttle services was 1,290,491 during March 1933 as compared with 1,269,008 in March 1932, or an increase of 59 miles per day.

Great Indian Peninsula Railway.—Owing to the policy of cancelling uneconomical trains and instituting new trains which should prove more convenient to the travelling public, many changes in the train services on both the broad and narrow gauges were introduced. On the broad gauge two mail and express trains and four mixed trains were taken off being counterbalanced by an increase of six other passenger trains on 31st March 1933 as compared with 31st March 1932.

The corresponding change in the total train miles (steam and electric) run was as follows :—

	31st March 1932.	31st March 1933.	Difference.
Mail and Express . .	13,916	13,756	−160
Other passenger trains .	14,951	16,244	+1,293
Mixed trains . . .	1,520	1,350	−170

Jodhpur Railway.—Owing to re-alignment of the Degana-Sujangarh section, two mixed trains between Sujangarh and Ladnun were cancelled.

Madras and Southern Mahratta Railway.—The passenger including mail and express and mixed train miles on 31st March 1933 as compared with those on the 31st March 1932 show an increase of 580 on the broad gauge and 516 on the metre gauge.

The following are the important changes in the train services :—

Broad gauge.—One passenger train was extended from Arkonam to Madras, another from Renigunta to Arkonam; another from Arkonam to

Katpadi, one each way between Rajahmundry and Cocanada and Madras and Gudur respectively. In addition two passenger trains were scheduled to run between Arkonam and Renigunta and Katpadi and Arkonam, and two more were put on the Nidadavolu-Narsapur and Cocanada-Kotipalle branches. On the Madras suburban section, a few additional trains were put on.

Metre gauge.—The destination of eight passenger and four mixed trains was extended, the former to Bijapur, Bagalkot, Tumkur, Arsikere, Hubli, Dharwar, Pakala and Renigunta respectively and the latter to Hubli, Harihar, Narasaraopet and Vinukonda respectively. Further one express train each way between Poona and Kolhapur, two passenger trains between Mormugao and Sanvordem were introduced, in addition to two mixed trains between Bellary and Rayadrug, and Bezwada and Donakonda.

His Exalted Highness the Nizam's State Railway.—Broad Gauge.—There was a decrease in the mail and express train mileage due to the cancellation of two express trains on the Dornakal-Bezwada section and also due to the classification of express trains being withdrawn except in the case of the grand trunk express trains, resulting however in an increase in other passenger trains. On certain sections express and passenger trains were converted into mixed trains and two passenger trains between Secunderabad and Wadi were cancelled. The mixed train service between Secunderabad-Mohamadabad-Bidar was extended to and from Purli-Vaijnath. An additional mixed train was put in service between Vikarabad and Bhalki.

Metre gauge.—Passenger trains were converted to mixed trains on certain sections as an economy measure. The increase in the train mileage, except suburban, was due to the running of through mixed trains between Hingoli and Purli-Vaijnath, which provides an additional train each way on the Purna-Parbhani section. Due to drop in traffic the steam coach service between Basmathnagar-Nander-Parbhani was cancelled.

North Western Railway.—There was an increase of 46 passenger and mixed trains on the broad gauge and 6 on the narrow gauge on the 31st March 1933 as compared with those on 31st March 1932, thus resulting in an increase of 621 and 184 train miles on broad and narrow gauges respectively. The increases were distributed as follows :—

	Number of trains run.		Train miles.	
	Broad gauge.	*Narrow gauge.*	*Broad gauge.*	*Narrow gauge.*
Mail and Express trains . .	+6	...	+2,885	...
Other passenger trains . .	+12	-3	-5,550	-292
Mixed trains	+29	+5	+3,250	+468
Shuttle trains	-1	+4	+36	+8
Total .	+46	+6	+621	+184

South Indian Railway.—In addition to the trains introduced on the newly opened Pollachi Palghat branch, 20 additional trains on the metre gauge and 14 on the broad gauge were introduced for the convenience of passengers. In addition the destinations of 23 trains on the metre gauge and two trains on the broad gauge were extended during the year. This resulted in an increase per day of 184 mixed train miles, 14 electric suburban train miles and 246 shuttle train miles other than suburban. Owing to the cancellation of certain unremunerative trains, the number of train miles per day at the close of the year was however about the same as that at the end of the previous year.

(ii) *Improvements in the design of and accommodation in passenger carriages.*

Assam Bengal Railway.—All passenger vehicles were completely fitted with electric lights. Out of 509 third and Intermediate class carriages,

including composites, 496 were fitted with latrines. Of the remaining 13 carriages, 3 have got latrines only in the ladies compartments. Of the 496 carriages fitted with latrines, 490 are provided with water tanks.

Bengal and North-Western Railway.—Hooks were provided in the latrines of intermediate class carriages and electric lights provided in the latrines of new bogie third class carriages.

Bombay, Baroda and Central India Railway.—The policy of replacing old types of vehicles by modern electrically lit stock of the latest standard and the elimination of four-wheeled stock, was continued. The new type of lower class coaches was provided with larger latrines and those in the existing coaches were improved. The latrines of all lower class carriages were provided with electric lights, washing taps and coat hooks and flushing arrangements were made in the latrine. The work of converting gas lit stock to electrically lit stock was completed during the year. In first class carriages reading lamps were fitted over each berth and the number of fans was increased from two to three in large compartments, and from one to two in coupe compartments. Combined shower and needle baths were also provided.

Eastern Bengal Railway.—A rake of six bogies, fitted electrically was introduced on the narrow gauge, on which four-wheeled stock only was in service previously. High power lamps were substituted in existing passenger stock, increasing the light effect by 25 per cent. in the upper and by 75 per cent. in the lower class carriages. Latrines were provided in servants' compartments of upper class carriages and coat hooks and enamelled pans were fitted in the latrines of lower class carriages of metre gauge. Switches for lights in upper class carriages were fixed near the doors to facilitate the lighting up of compartments on entry. By replacing the old stock on the line and changing or adding to the seating arrangements, the total accommodation was increased by 229 seats in the upper and 5,395 in the lower classes.

East Indian Railway.—Eleven bogie composite first and second class carriages fitted with latrines in the servants' compartment were placed on the line during the year 1932-33.

Great Indian Peninsula Railway.—Five first and second class composite bogies with servants' compartments, three third, brake and luggage bogies, one bogie third, brake, luggage and post and three restaurant cars were built to standard designs. The upper class composites were provided with adequate number of fans and lights and the servants' compartments with latrines. The four third class composites were adequately lighted.

Jodhpur Railway.—Electric lights were fitted in the latrines of 3rd class carriages and latrines of 16 third class carriages were enlarged.

Madras and Southern Mahratta Railway.—In addition to the roof or side ventilators, sloping shutters were provided in latrines with a view to improve ventilation.

His Exalted Highness the Nizam's State Railway.—Thirty-seven bogies and two ordinary and twenty-nine bogies and one ordinary carriage on the broad and metre gauges respectively, were electrically equipped and the work of electrically equipping the remaining stock was in progress. In three third class carriages on the metre gauge and two third class and two second class carriages and one brake and third class on the broad gauge, the flat flame gas burners were replaced with incandescent burners. Cast iron hooks, corner shelves and inside bolts were provided in the latrines of third class carriages.

North Western Railway.—The provision of improved wider type latrines with higher capacity water tanks in lower class carriages and the replacement of canvas seat cushions with those of imitation leather continued to be carried out. The conversion of passenger stock from gas to electric lighting

was nearly completed. In the servants' compartments of fifty-five upper class carriages, latrines were provided. Small shelves were fitted in latrines of fifty-seven I. R. S. lower class carriages. Latrines in seventeen lower class bogies were enlarged and those in fifty third class carriages were also improved.

South Indian Railway.—Eleven bogie first and second composites, three bogie third and three bogie brake van and third broad gauge carriages, one bogie first, one bogie first and third composite and three bogie third class metre gauge carriages, for service on the Nilgiri Railway, were constructed and placed on the line. All the carriages were built to the latest standard designs and provided with up to date fittings and appliances with a view to afford all necessary convenience to passengers. Separate accommodation for ladies was provided in fifteen metre gauge third class bogies and indication boards, suitable for illumination at night, were fitted to the ladies' compartments in seventeen third class metre gauge carriages. Night lights were provided in the upper class compartments of six broad gauge carriages.

(iii) *Supply of drinking water.*

Assam Bengal Railway.—In addition to the provision of taps, filters and chatties of chlorinated water at stations, several watermen were employed at important stations to supply clean chlorinated water to passengers in trains. One ground tank was constructed at Gomdandi and a tube-well sunk at Jinardi.

Bengal and North-Western Railway.—During the hot season 92 extra watermen were employed in addition to the permanent strength of 169 men. Six additional water carts were under construction for supply to certain important junctions which are expected to be issued shortly.

Bengal Nagpur Railway.—179 permanent watermen with an additional 94 temporary hot weather staff, were in service on 31st March 1933, as compared with 181 and 88 respectively on the corresponding day of 1932. Two-wheeled receptacles were provided to watermen at several stations to enable them to supply clean and cool drinking water to the travelling public. Water storage shelters were also provided at many stations. A pucca water shed was also provided at Tumsar Road.

Bombay, Baroda and Central India Railway.—The system of concentrating Hindu watermen at large stations, where trains stop for ten minutes or more, in order to afford greater opportunities to serve the public satisfactorily, was continued during the year. As in previous years, travelling Hindu watermen were employed on trains, in addition to the Hindu watermen and bhisties employed all the year round at stations. During the hot weather, extra watermen and bhisties were employed at stations, where necessary. A shed over the drinking water tank at Rutlam, two sleeper water huts each at Indore, Kalakund and Reengus, were provided. Two hydrants on the platform at Shamgarh, one at Amalner were installed. A separate connection to the passenger shed taps was provided at Rewari.

Burma Railways.—20 permanent watermen at thirteen stations and 6 temporary watermen at 5 stations for the hot weather were in service for supplying drinking water to passengers.

Eastern Bengal Railway.—Tube wells were provided at Lalmanirhat, Guma, Putimari, Tihu and Basugaon and an additional water tap on the platform at Bonarpara. A masonry scoop tank was constructed in the waiting hall at Dinajpur.

East Indian Railway.—A well for the supply of drinking water was provided at Kundangunj. Hindu watermen and bhisties were permanently employed at many stations to supply drinking water to passengers. During hot weather months additional Hindu watermen and bhisties were concentrated at central points and earthen ghurras were provided in order to keep water cool. At important stations wooden cages were placed in cool spots and water stored in them in pots.

Great Indian Peninsula Railway.—Water cages for Hindus and Mohammadans were provided at Bodwad and Digras. One stand with chatties on the Amraoti platform at Badnera, separate drinking water arrangements for Hindus and Mohammadans at Shahabad and water taps on the platforms at Boroti and Ghangapur were provided.

Madras and Southern Mahratta Railway.—Water taps were provided at Mulanur and Bugganapalli. Arrangements for the supply of drinking water to passengers at stations were continued, as in previous years, with satisfactory results.

His Exalted Highness the Nizam's State Railway.—One end third class compartment was reserved for a waterman on all express, passenger and mixed trains for the supply of drinking water to passengers during hot weather, at each station throughout the journey.

North Western Railway.—New tube wells were installed and hand pumps provided for the supply of drinking water to passengers and the Railway staff. Wherever necessary, extra watermen were posted at stations during the hot weather and hand barrows arranged at principal stations. Travelling watermen were also provided on trains on certain sections. Water huts of standard type were built at Sibi to provide cool drinking water during the hot weather and wherever necessary, ghara shelters and ghara stands were also provided at station platforms.

(iv) *Restaurant car services and refreshment rooms.*

Assam Bengal Railway.—Of the two restaurant cars one ran regularly on the Up and Down Assam Mails between Lumding and Manipur Road and the other was kept in reserve for relief purposes and for use on special occasions. In addition there were also 17 refreshment rooms at various stations.

Bengal and North-Western Railway.—The 15 refreshment rooms for the travelling public generally and those for Hindus and Mohammadans at 9 stations, which existed during the last year, continued to cater for the travelling public.

Bengal Nagpur Railway.—The restaurant car services and refreshment rooms for the travelling public and those for Hindus and Mohammadans, in operation last year, were continued without any alteration.

Bombay, Baroda and Central India Railway—Broad Gauge.—An Indian dining car built specially for the use of second and third class passengers on excursion and pilgrim specials, continued to be in service. The popularity gained in previous years by the arrangements for providing hot meals for Hindus and Mahommadans on the Delhi and Kathiawar Express was maintained under the supervision of the special Indian Catering Inspector and surprise checks by Medical Officers. On the main line mail trains between Ajmer and Ahmedabad and the express trains between Delhi and Ahmedabad, the combined bogie composite first and second and diner (of European style) continued to run. The European refreshment room at Shamgarh was reopened. One additional refreshment room for the travelling public generally was provided on the broad gauge.

Burma Railways.—A dining car was run between Thazi and Lebyin for the convenience of upper class passengers. Twenty refreshment rooms including the two ferry steamers at Sagaing and Henzada were in service. Tea rooms were opened at Taungdwingyi raising the total of tea rooms to 21. The tea rooms at Martaban, which were closed down in April 1931, were leased to a contractor for the supply of light refreshments.

Eastern Bengal Railway.—Restaurant cars for upper class passengers were run on two mail trains between Calcutta and Parbatipur. There were in service 18 upper class refreshment rooms for the travelling public generally and 15 Hindu and 9 Mahommadan refreshment rooms.

East Indian Railway.—Dining cars for the use of the travelling public generally were run on all important mail and express trains. All the 34 refreshment rooms for the travelling public generally and 13 Hindu and 12 Mahommadan refreshment rooms which were open during the previous years continued to function during the year. In addition one Mohammadan refreshment room at Hapur and another at Barabanki were opened.

Great Indian Peninsula Railway.—Restaurant car services for the travelling public generally were run on important mail and express trains between Bombay and Nagpur, Bombay and Delhi, Bombay and Chheoki, Bombay and Poona, Dhond and Raichur, Bombay and Sholapur and Wadi and Raichur. On the Poona mails, a buffet compartment to serve refreshment for upper class passengers and another for lower class passengers, were also run. A buffet car to serve light refreshments and vegetarian meals for both Hindus and Mahommadans continued to run on the Grand Trunk Express trains between Delhi and Balharshah. A compartment was allotted on Nos. 19 Down and 20 Up for the supply of tea, coffee, fruits and sweetmeats. There were in all 40 refreshment rooms, of which 35 were for the travelling public generally and 5 for Hindus and Mahommadans.

Madras and Southern Mahratta Railway.—On the broad gauge restaurant cars were run on important mail and express trains between Madras and Bangalore, Madras and Gudur, Bezwada and Waltair, Guntakal and Cuddapah and Guntakal and Yerraguntla. During the beginning of the year restaurant car services were withdrawn from the Bombay Express between Madras and Renigunta and arrangements were made to serve breakfast and lunch in baskets at Arkonam and Renigunta respectively, but the cars were re-introduced on these trains from 1st September 1932.

On the metre gauge restaurant cars were run on mail trains, throughout the year, between Chickjajur and Miraj, Poona and Jejuri and Guntakal and Dharmavaram.

Indian refreshment cars were run on important passenger and express trains between Madras and Bangalore city and Madras and Bezwada on the broad gauge and between Bangalore City and Poona and Bangalore City and Guntakal on the metre gauge throughout the year. In addition there were 45 refreshment rooms (European style). Besides these, there were 43 Indian refreshment rooms, of which 7 were exclusively for Mahommadans, 1 for Christians and the rest for the travelling public generally.

His Exalted Highness the Nizam's State Railway.—An Indian buffet car and third class carriage (bogie) with arrangements for the supply of meals and refreshments to Hindu and Mahommadan passengers ran daily between Bezwada and Kazipet by the Grand Trunk Express trains and another of a similar type between Bezwada and Wadi on alternate days. There were 13 Indian and 15 European refreshment rooms; one refreshment room was opened at Sailu and the tea room at Dornakal converted into a refreshment room.

North Western Railway.—For want of patronage European dining cars were removed from the Karachi Mails during the summer but suitable catering arrangements were made at Khanewal and Khanpur. The service, however, was reintroduced on these trains from 1st October 1932. Dining cars for Hindus and Mahommadans continued to run on the express trains between Lahore and Delhi. Vending cars were run on two passenger trains and two mail trains between Lahore and Rohri and were well patronised by the passengers. Two more vending cars were also under construction to facilitate the extension of this service to and from Karachi City. A total of 98 refreshment rooms were in service. One refreshment room for Hindus was opened at Hyderabad and the existing one was converted into a joint refreshment room for Europeans and Mahommadans.

South Indian Railway.—A restaurant car for upper class passengers was run on the Blue Mountain Express between Mettupalaiyam and Erode

from the 15th March 1933. Out of the 35 European refreshment rooms one at Hillgrove was closed on 1st September 1932. One Indian light refreshment room was opened at Manamadurai thus bringing the total from 29 to 30. Six Mahommadan refreshment rooms, the same as in the previous year, were also in service.

(v) *Vendors' Stalls.*

Assam Bengal Railway.—56 stations are provided with stalls. At important stations vendors also cater for substantial meals to passengers. Tea stalls were improved and standardised and their efficient maintenance was closely supervised by the Railway and the Indian Tea Cess Committee staff.

Bengal and North-Western Railway.—Including two new stalls—one for Hindus and one for Mahommadans—opened during the year, there were 57 vendors' stalls distributed over 37 stations. In addition 67 new pattern vending trays were issued to vendors for exhibiting eatables for sale on station platforms.

Bengal Nagpur Railway.—In addition to the pucca stalls which were in use during the previous year, condemned carriage bodies were suitably altered to provide tea stalls and one each was provided at 24 stations. Fly proof wire gauze for the sweetmeat stalls at Raipur and a water tap in the refreshment stall at Berhampore were also provided.

Bombay, Baroda and Central India Railway.—There were stalls at 53 stations on the broad gauge and 31 stations on the metre gauge. The two stalls at Bulsar were improved by the provision of good drainage. Private tea and refreshment stalls were allowed to be opened in the goods yard at Dadar and on the platform at Santa Cruz. An ice depôt was provided at Rewari.

Eastern Bengal Railway.—The number of vendors' stalls was increased from 105 to 106. The stalls are of an approved pattern and were fitted with marble topped counters and glass cases were also provided by the vendors. On the whole 76 stations were provided with stalls.

East Indian Railway.—One sweetmeat, one betel and one Hindu tea stall were provided at Sakrigalighat and one Mahommadan tea stall each was opened at Shahganj, Sultanpur and Benares Cantonment.

Great Indian Peninsula Railway.—During the year there were stalls at 123 stations.

Jodhpur Railway.—No change was made in the number of vendors' stalls open during the previous year, but additional vendors were provided at certain stations.

Madras and Southern Mahratta Railway.—Including the new stalls opened at Suldhal, Pachhapur and Shedbal during the year, there were stalls at 122 stations.

North Western Railway.—Addition to the number of stalls was made at 16 stations. New stalls were also opened at Begamabad, Mansurpur and Daraula. Moreover the stalls at Sibi, Mach, Kolpur and Quetta were improved to standard type.

South Indian Railway.—New tea stalls at 3 stations, fruit stalls at 4 stations and a light refreshment stall at Pollachi, were provided during the year. During the festival period light refreshment stalls were run by licencees and the Railway Company at Conjeevaram (Hindus), Nagore (Mahommadans) and Kumbakonam.

(vi) *Waiting rooms for upper class passengers, waiting halls for third class passengers—Benches.*

Assam Bengal Railway.—New waiting rooms for first and second class passengers were built at Noakhali. The waiting halls at Kanchannagar and

Gomdandi were extended and new waiting halls were provided at Bandua-Daulatpur, Chitholia, Peerbakshahat, Sarkarhat, Katirhar and Oating.

Two benches each were provided in the waiting halls at Kunderhat, Dhalghat and Kanchannagar, three at Gomdandi and one at Fouzdarhat.

Bengal and North-Western Railway.—A new third class station office with waiting hall was built at Gaur in place of the old small flag station.

Two double seated benches each were provided at the platforms at Darbhanga and Hajipur respectively.

Bengal Nagpur Railway.—The waiting hall at Jhalda was improved.

Bombay, Baroda and Central India Railway.—The waiting room at Petlad was improved. A waiting hall for third class passengers was provided at Vasan. As in the previous years the policy of providing benches along with new waiting sheds or extensions to the existing ones, was continued during the year. Out of the eleven benches released from the stations closed and from stations which could conveniently spare, one was placed on the platform at Ahmedabad, four at Umreth and two at Bhalej, the remaining four being installed in the waiting halls at Umreth two, Nawapur one and Dondaiche one.

Eastern Bengal Railway.—One intermediate and third class waiting room for ladies was constructed at Barpeta Road.

East Indian Railway.—One intermediate class waiting room for ladies was built at Benares Cantonment. The waiting halls for third class passengers at Nimtita and Benares Cantonment were extended and new halls were built at Tundla, Jaswantnagar, Firozabad, Shikohabad, Gushkara and Tehta, the last two being for Zenana (Purdha ladies).

One additional bench each was provided on the platforms at Madhupur and Simultala. One bench was added to those in the third class waiting halls at Parasnath, Jasidih, Giridih, Hardwar, Dehra Dun and Moradabad respectively.

Great Indian Peninsula Railway.—A first and second class waiting room for ladies was opened at Damoh. The waiting hall at Manikpur was provided with more accommodation by the removal of the tea and food stall situated in the middle of the hall. A waiting hall was built at Mana.

Twelve additional benches were provided on the platform at Jhansi and two in the waiting hall at Mana.

Jodhpur Railway.—New waiting halls were built at Patoyun, Khan (Sindh) and Noabad.

Madras and Southern Mahratta Railway.—The verandahs in the rear of the third class waiting halls at Budhgaon, Bhilawadi, Karad and Kudchi were extended to afford protection against wind and rain.

His Exalted Highness the Nizam's State Railway.—The existing waiting halls for third class passengers at Mudkhed, Nander, Kazipet and Kameredi were extended and those at Talmadla and Kazipet were improved.

Two additional benches were provided at Secunderabad and one at Hyderabad broad gauge stations.

North Western Railway.—One first and second class waiting room for ladies at Pathankot and one for ladies and another for gentlemen at Guler were provided during the year. A new waiting hall for third class passengers at Walton Training School station and another at Dadu were built. A shelter was also provided at Karachi Cantonment station platform.

Six additional benches at Sialkot and Batala and two at Kangra Mandir and Baijnath respectively were placed on station platforms.

Rohilkund and Kumaon Railway.—Four double wooden benches for the platforms at Pilibhit, Mailani and Lalkua, two ordinary benches at Bareilly city and one at Carewganj station were provided during the year.

South Indian Railway.—Two carriage bodies were provided at Takkolam to serve as waiting halls and temporary waiting halls, latrines, etc.,

were provided at Kumbakonam and at seventeen other stations on festival occasions.

Eight benches on the platform and four in the third class waiting hall at Madras Beach, one in the Varkalpattu third class waiting hall, two on the Vriddhachalam station platform, seven in Trichy Town third class waiting hall, one on Murukkampuzha platform, one on Salem Town platform and five in Salem town third class waiting hall were provided, during the year.

(vii) *Opening of new stations and city booking offices.*

Assam Bengal Railway.—One new station was opened for public traffic at Daldali. A booking office was also opened at Nazirhat goods shed for the booking of third class passengers, luggage and parcels.

Bengal Nagpur Railway.—New Stations were opened for public passenger traffic at Sadashibpur, Hindol Road on 6th April 1932, and at Komakhan on the 25th March 1933.

Bombay, Baroda and Central India Railway.—Two new flag stations were opened at Sirran and Makhupura. The flag station at Vasan was converted into a regular booking station and a pucca booking office was provided.

Burma Railways.—A new station was opened at Nyaunggan during January 1933 for passenger traffic.

Eastern Bengal Railway.—A new station was opened at Ganeshpur as an experimental measure for passenger booking only. A branch booking office for the issue of upper class and servants tickets only (excluding luggage and parcels) to stations on the home line and connected steamer services as well as foreign railways, was opened at the offices of Messrs. Thomas Cook and Sons, 4, Dalhousie Square, Calcutta.

East Indian Railway.—With a view to augment the conveniences of the travelling public, halting stations for branch line trains were provided at the following places:—

	Number of halting places.
1. Bhagalpur-Mandar Hill branch	5
2. Balamau-Auhadpur section	5
3. Allahabad-Rae Barelly Cawnpore section	3
4. Lucknow-Sultanpur-Zafarabad section	1
5. Barwadih section	1

Great Indian Peninsula Railway.—Sixteen stations which were temporarily closed were re-opened for traffic. Sakra, Digras, Mahur Road and Pusad stations, formerly open for through booking of goods and local booking of passengers, luggage, parcels, etc., were opened for through booking of coaching traffic from 1st January 1933.

Reay Market City Booking Office, Poona City, was opened on and from 15th October 1932 for local booking of outward parcels weighing not more than five maunds each.

Madras and Southern Mahratta Railway.—Two flag stations were opened at Pedda Ayutapalli and Penumarw in August and September 1932 respectively.

His Exalted Highness the Nizam's State Railway.—Peddapotlapadu and Dongupura passenger halts were opened as an experimental measure.

North Western Railway.—Kangra Mandir, Baijnath Mandir and Ahju were opened at first for local and later to through booking of passengers. Khojewala and Balinna Doaba were opened for all descriptions of coaching traffic and for local goods traffic up to 81 maunds per day except live stock, horses, carriages and motor cars, etc. Moga Hospital City Booking Office was re-opened temporarily for booking of intermediate and third class passengers.

South Indian Railway.—Kambarasampettai on the broad gauge and Kachanevilai on the metre gauge were opened during the year. A carting

agency for the conveyance of passengers, luggage and parcels between Pudukottai station and Pudukottai town was opened from February 1933.

90. Accidents.—(*a*) The following table shows the number of persons killed and injured in accidents on Indian Railways, apart from accidents in railway workshops, in 1931-32 and 1932-33 :—

Cause.	Killed.		Injured.	
	1931-32.	1932-33.	1931-32.	1932-33.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	8	6	93	61
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	245	215	808	761
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	2	10	11	21
Total .	255	231	912	843
B.—Railway Servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	16	8	157	79
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	201	184	1,819	1,789
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	43	24	5,467	5,922
Total .	260	216	7,443	7,790
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	32	41	62	103
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,322	2,225	736	698
In accidents on railway premises in which the movements of trains, vehicles, etc., was not concerned.	19	44	47	75
Total .	2,373	2,310	845	876
Grand Total .	2,888	2,757	9,200	9,509

(*b*) Of the 2,757 persons killed, 1,744 were trespassers; 401 were reported to be suicides and 78 were killed on railway premises otherwise than during the movement of trains, vehicles, etc. The total number of persons killed in 1932-33 was 131 less than in the previous year. The number of passengers killed decreased by 24 and of passengers injured by 69.

(*c*) The following statement shows the number of passengers killed and injured on all railways during each of the last 5 years :—

Year.	Passengers.	
	Killed.	Injured.
1928-29	418	1,368
1929-30	358	1,126
1930-31	337	1,037
1931-32	255	912
1932-33	**231**	**843**

(*d*) On Class I Railways the number of railway servants killed in accidents which occurred during the movement of trains and railway vehicles, exclusive of train accidents, decreased by 12 and the number injured by 8. The following table analyses the main causes of these accidents :—

Cause.	Killed.		Injured.	
	1931-32.	1932-33.	1931-32.	1932-33.
Misadventure or accidental . . .	107	121	1,567	1,558
Want of caution or misconduct on the part of the injured person.	75	51	164	123
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	12	9	29	13
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	..	1	5	3
Total .	194	182	1,765	1,757

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement showing the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report :—

	1931-32.	1932-33.
1. Running over cattle	8,790	9,237
2. Derailments not involving passenger trains	3,291	2,968
3. Accidents due to failure of couplings and draw gear	3,575	2,017

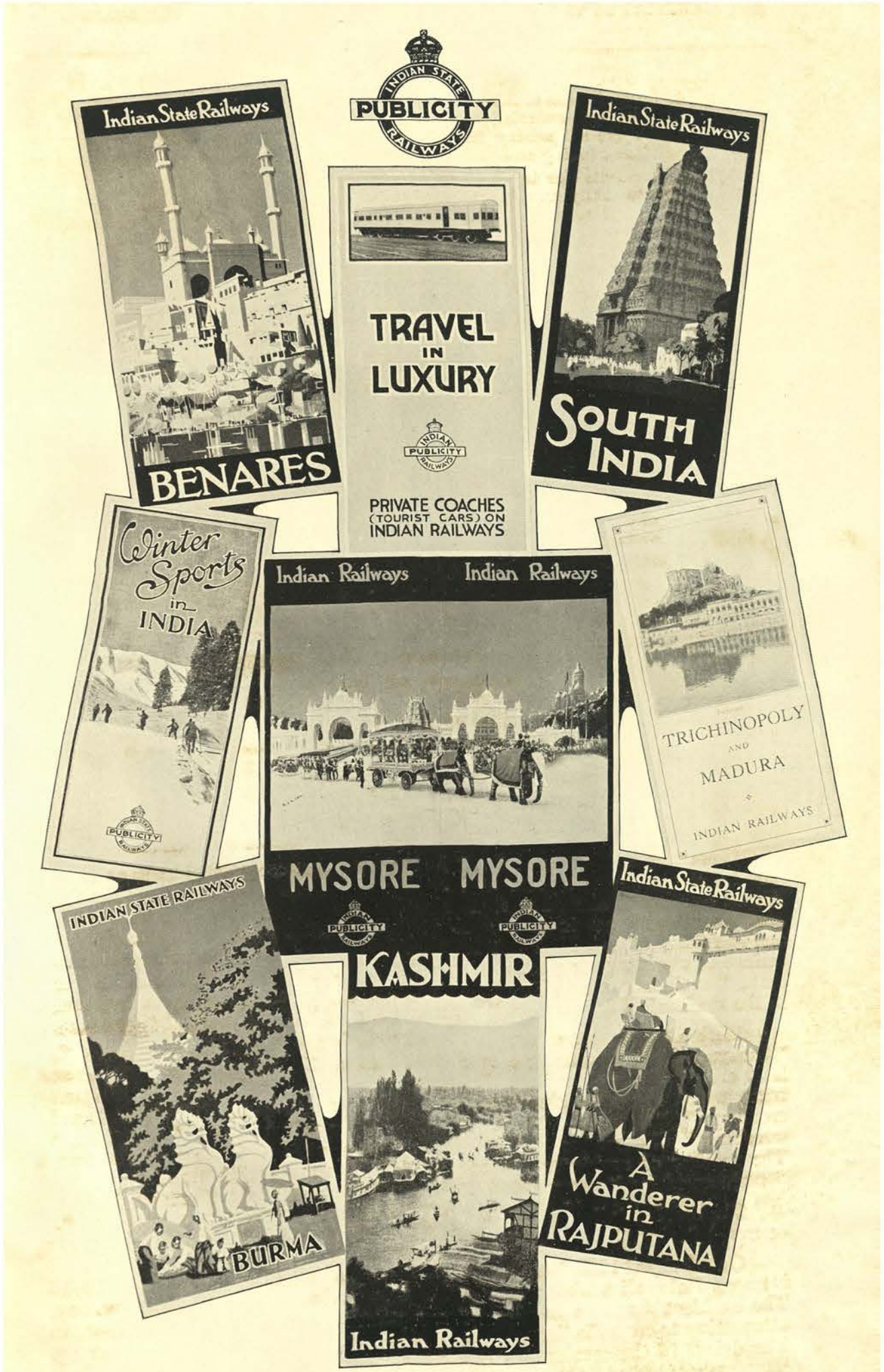
	1931-32.	1932-33.
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,825	1,417
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	577	543
6. Broken rails	306	350
7. Running over obstructions on the line other than those at level crossings	168	236
8. Derailment of passenger trains	294	216
9. Fires in trains or at stations or bridges	166	195
10. Attempted train wrecking	122	131
11. Collision involving goods trains or goods vehicles	165	127
12. Flooding of permanent way	136	124
13. Trains running over obstructions or vehicles at level crossings	107	109
14. Land slips	69	59
15. Passenger trains running in the wrong direction through points but not derailed	68	59
16. Accidents due to failure of axles	86	54
17. Train wrecking	32	47
18. Collisions involving passenger trains	65	44
19. Collisions between light engines	35	34
20. Accidents due to failure of tyres or wheels	17	11
21. Accidents due to failure of brake apparatus	14	5
22. Accidents due to failure of other rolling stock	...	4
23. Failure of bridges or tunnels	7	3
24. Miscellaneous	404	297
Total	20,319	18,287

There was a decrease of 2,032 in the total number of accidents as compared with the previous year. " Running over cattle " still accounts for the largest number of accidents, *i.e.*, 51 per cent. of the whole. Next in order are " derailments not involving passenger trains " 16 per cent., " accidents due to failure of couplings and draw gear " 11 per cent., " accidents due to failure of engines owing to faulty working of the running staff, etc." 8 per cent., " accidents due to failure of engines owing to faulty material, etc., in the mechanical department " 3 per cent., and " broken rails " 2 per cent.

With the exception of accidents under the heads " Running over cattle ", " broken rails ", " running over obstructions on the line other than those at level crossings ", " fires in trains or at stations or bridges ", " attempted train wrecking ", " trains running over obstructions or vehicles at level crossings ", " accidents due to failure of other rolling stock " and " train wrecking " all other heads show a decrease compared with the previous year. The number of accidents classed under " attempted train wrecking " and " train wrecking " increased from 122 and 32 to 131 and 47 respectively.

91. Brief details are given below of the more serious accidents which occurred during the year 1932-33.

On 5th April 1932, No. 292 Down ran over a bullock cart at mile 32/15/16 between Dalowali and Ranbirsinghpura on the North Western Railway. The accident was due to the rashness of the cart driver, Maula Dad, in attempting to cross the line when the train was very close to the level crossing. The driver of the cart and both the bullocks were killed, and the cart was completely smashed.



Publicity posters.

On 17th April 1932, a down light engine ran into a motor car at a level crossing gate at mile 13 between Monirampore and Begumpur on the East Indian Railway. As a result, 3 persons were killed and 3 received injuries, one of whom died later.

On 24th April 1932, No. 566 Up Goods train ran into a bullock cart at a level crossing at mile 92/16/17 between Padali and Ghoti on the Great Indian Peninsula Railway. The gates, which were closed, were forcibly opened, thus leading to the accident. One cartman and two bullocks were killed, the other cartman was seriously injured and the cart was shattered.

On 13th May 1932, No. 32 Down Mixed train was derailed at mile 78/8/9 between Dodjala and Devanhalli on the Mysore Railways. The cause of the accident is believed to be the failure of the running gear of the leading wheels of a goods wagon on the train. The damage to rolling stock, etc., amounted to Rs. 18,000.

On 22nd July 1932, No. 4 Down Frontier Mail ran into a motor lorry at a level crossing at mile 601/2 between Nowshera Thana and Pir Piai on the North Western Railway. The accident was due to one of the gates of the crossing being open, having either been forced by the lorry or left open by the gateman. Of the passengers in the lorry, 3 were killed instantaneously and 6 were seriously injured, of whom 2 died later.

On 1st November 1932, the s.s. " Tuscania " Boat Special ran into a trolly near Lakheri on the Bombay, Baroda and Central India Railway. The Sub-Permanent Way Inspector in charge of the trolly was killed. He was himself responsible for the accident in not taking measures to safeguard the running of his trolly though aware that the Down Special was expected to pass that locality at any moment.

On 4th November 1932, No. 4 Down Assam Mail ran into a bullock cart at mile 239/3 between Badargunj and Kholahati on the Eastern Bengal Railway. The accident was due to the gateman being absent from his gate, leaving the gate chains unsecured. The cartman died and the other occupant of the cart was seriously injured and later succumbed to his injuries in hospital.

On 11th December 1932, No. 346 Down Goods train was derailed at Htein-in on the Burma Railways. The derailment was due to the breakage of the tender draw-bar, which caused the engine to accelerate rapidly, thereby breaking the vacuum pipe connection between the tender and the four leading vacuum vehicles of the train.

One cattle attendant was killed and two injured, and five bulls were killed. The damage to rolling stock, etc., amounted to Rs. 25,000.

On 8th January 1933, No. 30 Down Assam Mail ran into a bullock cart at a " C " Class level crossing at mile 470/8/9 at Titabar on the Assam Bengal Railway. The cart was smashed and out of 3 occupants of the cart, one died and 2 were seriously injured.

On 10th January 1933, No. 184 Passenger train ran into a bullock cart at mile 199/18/19 between Lalgudi and Bikshandarkoil on the South Indian Railway. It resulted in serious injury to 3 men in the cart, one of whom died subsequently.

On 31st January 1933, No. 51 Up Mixed train ran into a bullock cart outside the Up outer signal of Sitapurhat station on the Howrah-Amta Light Railway. The accident was due to the negligence of the cartman, who was killed on the spot. One bullock was also injured and subsequently died.

92. Central Publicity.—The year 1932-33 has necessitated a greater concentrated and co-ordinated effort in order to maintain tourist traffic from abroad than any previous year on record. The same economic factor which had such a determining effect on tourist traffic to this country from America in 1931-32, namely, the general financial depression, was even more pronounced, having been aggravated by monetary disturbances and the Presidential election, the latter coinciding with the commencement of the tourist season.

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These various factors adversely affected world cruise tourists. The number of world cruise ships that visited India during the year under review was slightly less than originally anticipated and some important cruises were cancelled at the last minute.

The " luxury " tourist traffic, on which the movement of tourist cars much depends, was also affected and was less than last year.

However, in spite of these adverse factors, the number of independent enquiries from persons contemplating travel to India appreciably increased with the result that the total figures of enquiries for the period under review mark an improvement over those of last year. Sufficient information is not, however, available to enable a conclusion to be arrived at as to the extent to which these enquiries led to actual travel in India.

Speaking of overseas tourist traffic generally, it is hoped that " luxury " travel will return again as soon as conditions improve, and, with an increase in individual cheap tours also, there are in America and the Continent considerable possibilities of increasing the number of tourists to India.

A new departure this year has been that of advertising India on the Continent. By this is meant advertising in newspapers and periodicals as apart from the display of posters and distribution of travel pamphlets. Although only a very small amount was spent in this manner in France and Germany, enquiries resulting therefrom exceeded expectations and it is proposed to continue this form of propaganda in the coming year.

Another encouraging feature during 1932-33 in regard to the prospects of new tourist traffic from abroad, particularly America, is the growing interest being displayed by important tourist agents and shipping companies in the development of large conducted tours. The Central Publicity Bureau and its New York and London Offices are in co-operation with the promoting companies, and it should be only a question of time before such tours become recognised by the general public.

Both the New York and the London Bureaux have recorded a considerably larger number of enquiries from the public during the period under review, and in consequence, an increased number of itineraries have been supplied. Window displays of both offices continued to receive special attention during the year, while lectures, broadcasting, special stalls at industrial and trade exhibitions, the supply of photographs to leading magazines, and carefully planned advertising and free press campaigns in the leading American, Continental and English presses were important features of the activities of both Bureaux during 1932-33.

Apart from the general activities of the Central Publicity Bureau during 1932-33, new experiments were undertaken to foster third class traffic, especially pilgrim traffic to *melas* and other religious festivals, as the result of co-operation between the railways concerned and certain religious bodies. This, it is hoped, will prove of considerable benefit to the railways.

It should, however, be borne in mind that, although the development of third class traffic in India itself is of the utmost value to railways, the earnings involved represent a turnover of the money in the country; whereas the revenue derived from overseas tourist traffic represents new money brought into the country and is a contributory factor to the balance of trade.

The expenditure on the Publicity Bureau including the London and New York Bureaux during the last 3 years is given below :—

	1930-31.	1931-32.	1932-33.
	Rs.	Rs.	Rs.
India	6,75,362	3,49,452	2,26,507
London . . .	1,21,192	1,02,083	79,039
New York . . .	2,34,051	1,88,100	2,08,660
Total .	10,30,605	6,39,635	5,14,206

93. Anti-malarial measures.—During the year under review anti-malarial measures on railways were continued with good results though in the case of the Eastern Bengal Railway the number of malaria cases among the railway staff unfortunately increased from 8,040 in 1931-32 to 12,596 in 1932-33. The problem is, however, being tackled seriously on that railway and satisfactory progress is expected in the current year. Besides entering into an agreement with the Anti-Malarial Association, formed under the auspices of the Indian Tea Cess Association for the prevention of malaria, the administration is also co-operating with the Barrackpore Anti-Malarial Association and the Dacca Municipal authorities for the prevention of mosquito breeding in railway land at Barrackpore and Dacca.

On the Assam Bengal Railway, although malaria was prevalent to an alarming extent at Pahartali, the number of malaria cases at Lumding during the year under review has been the lowest on record, due to the anti-malarial campaign which has now been conducted there for several years. The railway administration is taking active steps at Pahartali to combat the disease and from the reports that have been received at the time of writing this report, it appears that these have been meeting with a measure of success.

Throughout the year under review the Great Indian Peninsula Railway continued the usual anti-malarial measures on the line with a view to the systematic destruction of larvæ and prevention of breeding and the percentage of malaria cases in relation to the total number of staff have decreased from 7·98 in 1930-31 and 8·22 in 1931-32 to 7·81 in 1932-33.

The Madras and Southern Mahratta Railway report that, during the year, anti-malarial measures have been further successful and 6 stations previously classified as definitely unhealthy have been declared normal.

Anti-malarial activities were also continued at various places on the broad and metre gauge sections of the Bombay, Baroda and Central India Railway.

The Bengal Nagpur Railway report a further improvement in the incidence of malaria. The number of malaria cases on this railway decreased from 2,127 in 1931 to 1,615 in 1932 resulting in a saving of 1,181 sick-men-days. Owing to financial stringency, however, malarial controls remained closed at 3 stations on this railway during the year 1932.

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1933, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS.				
1. Assam Bengal . .	Assam Bengal Railway Company.	(a) Assam Bengal .	3′ 3¾″	State.
		(b) Chaparmukh Silghat	3′ 3¾″	Branch line Company under guarantee terms.
		(c) Katakhal Lalabazar .	3′ 3¾″	Ditto.
		(d) Mymensingh Bhairab Bazar.	3′ 3¾″	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Bengal and North-Western.	3′ 3¾″	Company subsidized by the Government of India*.
		(b) Mashrak-Thawe .	3′ 3¾″	State.
		(c) Tirhoot . . .	3′ 3¾″	Do.
3. Bengal Nagpur . .	Bengal Nagpur Railway Company.	(a) Bengal Nagpur .	5′ 6″	Do.
		(b) Anuppur-Manendragarh.	5′ 6″	Do.
		(c) Mayurbhanj . .	2′ 6″	Branch line Company under rebate terms.
		(d) Parlakimedi Light .	2′ 6″	Indian State.
		(e) Purulia-Ranchi .	2′ 6″	State.
		(f) Raipur-Dhamtari .	2′ 6″	Do.
		(g) Satpura . . .	2′ 6″	Do.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	Do.
		(b) Nagda-Ujjain . .	5′ 6″	Indian State.
		(c) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	Ditto.
		(d) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	Ditto.
		(e) Tapti-Valley . .	5′ 6″	Branch line Company under rebate terms.
		(f) Bombay, Baroda and Central India.	3′ 3¾″	State.
		(g) Ahmedabad-Parantij	3′ 3¾″	Branch line Company under rebate terms.
		(h) Dhrangadra . .	3′ 3¾″	Indian State.
		(i) Gaekwar's Mehsana .	3′ 3¾″	Ditto.
		(j) Jaipur State . .	3′ 3¾″	Ditto.
		(k) Palanpur-Deesa .	3′ 3¾″	Ditto.†
		(l) Bombay, Baroda and Central India.	2′ 6″	State.
		(m) Champaner-Shivrajpur-Pani Light.	2′ 6″	Branch line Company under rebate terms.
		(n) Godhra-Lunavada .	2′ 6″	Ditto.
		(o) Nadiad-Kapadvanj .	2′ 6″	Ditto.
		(p) Piplod-Devgad-Baria	2′ 6″	Indian State.
		(q) Rajpipla State .	2′ 6″	Ditto.
5. Burma . . .	State . . .	(a) Burma . . .	3′ 3¾″	State.

* Receives land only from Government.

† Owned jointly by Government and Palanpur Durbar. (Sale of Goverament's Financial interest in this line to the Durbar has been decided upon).

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*contd.*				
6. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	State.
		(*b*) Sara Sirajganj	5′ 6″	Branch line Company under rebate terms.
		(*c*) Eastern Bengal	3′ 3⅜″	State.
		(*d*) Cooch Behar State	3′ 3⅜″	Indian State.
		(*e*) Eastern Bengal	2′ 6″	State.
		(*f*) Khulna-Bagerhat	2′ 6″	Branch line Company under rebate terms.
7. East Indian	State	(*a*) East Indian	5′ 6″	State.
		(*b*) Hardwar-Dehra	5′ 6″	Branch line Company under guarantee terms.
		(*c*) South Bihar	5′ 6″	Branch line Company.
		(*d*) Cawnpore-Burhwal link.*	3′ 3⅜″	State.
8. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	Do.
		(*b*) Bhopal-Itarsi (Indian State Section).	5′ 6″	Indian State.
		(*c*) Bhopal-Ujjain	5′ 6″	Ditto.
		(*d*) Bina-Goona-Baran	5′ 6″	Ditto.
		(*e*) Dharwa-Pusad	2′ 6″	State.
		(*f*) Dhond-Baramati	2′ 6″	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	Ditto.
		(*h*) Pachora-Jamner	2′ 6″	Ditto.
		(*i*) Pulgaon-Arvi	2′ 6″	Ditto.
9. Jodhpur	Indian State	(*a*) Jodhpur	3′ 3⅜″	Indian State.
		(*b*) Jodhpur-Hyderabad (British Section).	3′ 3⅜″	State.
		(*c*) Mirpur Khas-Khadro	3′ 3⅜″	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	State.
		(*b*) Kolar Goldfields	5′ 6″	Indian State.
		(*c*) Tenali-Repalle	5′ 6″	District Board.
		(*d*) Madras and Southern Mahratta.	3′ 3⅜″	State.
		(*e*) Alnavar-Dandeli (Provincial).	3′ 3⅜″	Do.
		(*f*) Bangalore-Harihar	3′ 3⅜″	Indian State.
		(*g*) Bezwada-Masulipatam.	3′ 3⅜″	District Board.
		(*h*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	Indian State.
		(*i*) Kolhapur State	3′ 3⅜″	Ditto.
		(*j*) Sangli State	3′ 3⅜″	Ditto.
		(*k*) West of India Portuguese.	3′ 3⅜″	Foreign Country.
11. Nizam's State	Nizam's State Railways.	(*a*) Nizam's State	5′ 6″	Indian State.
		(*b*) Bezwada Extension	5′ 6″	State.
		(*c*) Nizam's State	3′ 3⅜″	Indian State.
		(*d*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3⅜″	State.

* Under running power agreement the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*concld.*				
12. North Western	State	(*a*) North Western	5′ 6″	State.
		(*b*) Amritsar Patti	5′ 6″	Branch line Company under rebate terms.
		(*c*) Bahawalnagar Baghdad.	5′ 6″	Indian State.
		(*d*) Hoshiarpur Doab (Jullundur Mukerian).	5′ 6″	Branch line Company under rebate terms.
		(*e*) Hoshiarpur Doab (Phagwara-Rahon).	5′ 6″	Ditto.
		(*f*) Jammu and Kashmir (Indian State Section).	5′ 6″	Indian State.
		(*g*) Jind Panipat (Indian State Section).	5′ 6″	Ditto.
		(*h*) Khanpur-Chachran	5′ 6″	Ditto.
		(*i*) Ludhiana-Dhuri Jakhal.	5′ 6″	Ditto.
		(*j*) Mandra-Bhaun	5′ 6″	Branch line Company under rebate terms.
		(*k*) Rajpura Bhatinda	5′ 6″	Indian State.
		(*l*) Sirhind Rupar	5′ 6″	Ditto.
		(*m*) Sialkot Narowal	5′ 6″	Branch line Company under rebate terms.
		(*n*) Jacobabad-Kashmor	2′ 6″	Ditto.
		(*o*) Kalka-Simla	2′ 6″	State.
		(*p*) Kangra-Valley	2′ 6″	Do.
		(*q*) Kohat-Thal	2′ 6″	Do.
		(*r*) Larkana-Jacobabad	2′ 6″	Branch line Company under rebate terms.
		(*s*) Trans-Indus (Kalabagh-Bannu).	2′ 6″	State.
		(*t*) Zhob Valley (Fort Sandemankhanai).	2′ 6″	Do.
13. Rohilkhand and Kumaon.	Rohilkhand and Kumaon Railway Company.	(*a*) Rohilkhand and Kumaon.	3′ 3⅜″	Company subsidized by the Government of India.
		(*b*) Lucknow-Bareilly	3′ 3⅜″	State.
14. South Indian	South Indian Railway Company.	(*a*) South Indian	5′ 6″	Do.
		(*b*) South Indian	3′ 3⅜″	Do.
		(*c*) Nilgiri	3′ 3⅜″	Do.
		(*d*) Peralam-Karaikkal	3′ 3⅜″	Foreign Country.
		(*e*) Podanur-Pollachi	3′ 3⅜″	District Board.
		(*f*) Pondicherry	3′ 3⅜″	Foreign Country.
		(*g*) Shoranur-Cochin	3′ 3⅜″	Indian State.
		(*h*) Tinnevelly-Tiruchendur.	3′ 3⅜″	District Board.
		(*i*) Travancore (British Section.)	3′ 3⅜″	State.
		(*j*) Travancore (Indian State Section).	3′ 3⅜″	Indian State.
		(*k*) Morappur-Hosur	2′ 6″	State.
		(*l*) Tirupattur-Krishnagiri.	2′ 6″	Do.
CLASS II.—RAILWAYS.				
1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2′ 6″	Company subsidized by the Government of India.*
2. Bengal Dooars	Bengal Dooars Railway Company.	(*a*) Bengal Dooars	3′ 3⅜″	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3⅜″	Company subsidized by the Government of India.*
3. Bhavnagar State	Indian State	Bhavnagar State	3′ 3⅜″	Indian State.
4. Bikaner State	Ditto	Bikaner State	3′ 3⅜″	Ditto.

* Receives land only from Government.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS II.—RAILWAYS—*concld.*				
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	Company subsidized by Local Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya . .	3′ 3⅜″	Company subsidized by Local Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3⅜″	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Baroda State.	2′ 6″	Indian State.
		(*b*) Bodeli Chhota Udaipur.	2′ 6″	Ditto.
8. Gondal . . .	Ditto . . .	(*a*) Gondal . . .	3′ 3⅜″	Ditto.
		(*b*) Jetalsar Rajkot .	3′ 3⅜″	Ditto.
		(*c*) Khijadiya Dhari .	3′ 3⅜″	Ditto.
9. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	Company subsidized by District Board.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3⅜″	Indian State.
		(*b*) Jamnagar-Dwarka .	3′ 3⅜″	Branch line Company under guarantee and rebate terms.†
		(*c*) Okhamandal . .	3′ 3⅜″	Indian State.
11. Junagad State . .	Indian State . .	Junagad State . .	3′ 3⅜″	Ditto.
12. Morvi . . .	Ditto . . .	Morvi	3′ 3⅜″	Ditto.
13. Mysore . . .	Ditto . . .	(*a*) Mysore . . .	3′ 3⅜″	Ditto.
		(*b*) Bangalore-Chik Ballapur Light.	2′ 6″	Company guaranteed by Indian State.
		(*c*) Kolar District .	2′ 6″	Indian State.
		(*d*) Tarikere-Narasimharajapura Light.	2′ 0″	Ditto.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	Company subsidized by the Government of India.*
CLASS III.—RAILWAYS.				
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa	2′ 6″	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	Company subsidized by *District Board.*
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	Unassisted Company.
		(*b*) Dasghara Jamalpurgunj.	2′ 6″	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	Indian State.

† Financed on rebate terms given by the Jamnagar Durbar.
* Receives land only from Government.

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Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS III.—RAILWAYS—*concld.*				
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	Company subsidized by the Government of India.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	Indian State.
13. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	Company subsidized by District Board.
14. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light , .	2′ 0″	Unassisted Company.
15. Jessore-Jhenidah .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2′ 6″	Ditto.
16. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	State.
17. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	Unassisted Company.
19. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	Company subsidized by the Government of India. *
20. Porbandar State .	Indian State . .	Porbandar State . .	3′ 3⅜″	Indian State.
21. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	Company subsidized by District Board.
22. *Tirupati-Tiruchanur Light.*	Tirupati-Tiruchanur Light Railway Company.	*Tirupati-Tiruchanur Light.*	2′ 0″	Unassisted Company.
23. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . .	2′ 0″	Ditto.
24. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3⅜″	Indian State.

* Receives land only from Government.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(Reprinted from the Report for 1914-15 and brought up to date.)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkhand and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railway, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi Umballa Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of trains; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirey failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of sucessful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.
2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkhand and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at $3\frac{1}{2}$ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also $3\frac{1}{2}$ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capial provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct patricipation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1937 or 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1937 or 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles.
Western	927 miles.
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were wested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.
(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.
(3) Two Under Secretaries.
(4) Two Assistant Secretaries.
(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions referred to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created,

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board"

for the headquarters organisation of the Railway Department instead of "Railway Commission" as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The reorganisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Satistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The reorganisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 1 Member, 4 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure. On the formation of the above office the post of Technical Officer with the Railway Board was abolished.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficiency has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in

the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in suppression of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to

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be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are "successful", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less "prosperous" Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter

in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India." Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or, at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the con-

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

struction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities, it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1933 as compared with 31st March 1932.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	2	2	4	5	3	3	8	9	3	4	4	3	4	5	6	6	5	5	5	6	1	1	3	3	1	2	49	54
1·02. Indians—																												
(*a*) Hindus	..	..	2	2	..	..	1	..	..	..	2	2	2	1	1	2	..	1	1	1	..	..	3	3	..	..	12	12
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2	..	..	..	..	..	..	1	2
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	1	1	..	..	..	..	..	..	1	1	1	2	..	..	2	2	1	..	..	..	1	1	..	..	7	7
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	2
(*g*) Total	..	..	3	3	..	..	1	..	1	1	4	4	3	3	2	3	2	3	3	3	..	..	4	4	..	..	23	24
1·03. Grand total	2	2	7	8	3	3	9	9	4	5	8	7	7	8	3	9	7	8	8	9	1	1	7	7	1	2	72	78
2. *Accounts Department*—																												
2·01. Europeans	..	..	6	6	6	6	8	8	4	4	2	2	4	5	8	6	7	7	..	..	1	1	4	6	..	1	50	52
2·02. Indians—																												
(*a*) Hindus	..	..	5	6	2	2	2	2	1	1	8	7	7	6	2	2	2	2	5	1	2	2	6	8	1	5	43	44
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	3	1	4	2
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	1	1	..	..	1	1	1	1	1	..	8	5	1	1	2	2	1	2	..	..	..	..	..	..	16	13
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	1	..	..	..	..	..	..	1	3
(*e*) Indian Christians	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Total	..	..	7	8	2	2	5	5	2	2	9	7	15	12	4	4	5	5	7	5	2	2	6	8	4	6	68	66
2·03. Grand total	..	..	13	14	8	8	13	13	6	6	11	9	19	17	12	10	12	12	7	5	3	3	10	14	4	7	118	118
3. *Engineering Department*—																												
3·01. Europeans	13	13	49	51	21	18	35	37	29	31	25	24	45	55	52	56	30	33	49	53	3	4	28	28	10	13	389	416
3·02. Indians—																												
(*a*) Hindus	5	5	11	15	3	3	13	13	2	2	13	15	28	31	5	4	15	15	48	41	..	..	11	11	2	1	156	156
(*b*) Muslims	2	2	1	2	2	2	..	..	1	1	1	1	5	5	5	5	..	..	3	6	1	1	..	..	..	..	26	25
(*c*) Anglo-Indians and Domiciled Europeans.	3	3	7	7	1	1	1	..	3	3	..	1	5	4	..	..	1	1	7	6	..	..	..	..	1	..	29	26
(*d*) Sikhs	1	1	..	..	..	..	1	..	..	..	1	1	..	..	..	..	..	..	4	4	..	..	..	..	..	..	7	6
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1	..	..	1	1	..	..	1	1	..	..	5	3
(*f*) Other classes	..	..	1	1	..	..	2	2	..	..	..	..	1	1	2	3	..	..	..	..	..	..	..	1	1	..	7	8
(*g*) Total	11	11	20	25	6	6	17	15	6	6	15	18	39	41	15	13	16	16	68	58	1	1	12	13	4	1	230	224
3·03. Grand total	24	24	69	76	27	24	52	52	35	37	40	42	84	96	67	69	46	49	117	111	4	5	40	41	14	14	619	640

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1933 as compared with 31st March 1932*—contd.

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
4. *Transportation*—																												
4·01. Europeans	8	7	27	29	11	12	25	25	18	20	18	19	43	34	48	49	19	20	32	32	3	3	14	13	8	5	274	268
4·02. Indians—																												
(*a*) Hindus	4	4	14	12	1	1	7	7	..	..	11	11	12	14	10	7	6	9	15	11	..	..	10	11	1	2	91	89
(*b*) Muslims	1	1	5	5	1	1	2	2	..	..	4	4	5	5	4	3	..	..	7	6	1	1	1	1	5	3	36	32
(*c*) Anglo-Indians and domiciled Europeans.	2	3	4	4	..	..	2	2	1	2	3	3	5	7	5	7	3	3	4	2	..	..	4	3	1	2	34	38
(*d*) Sikhs	..	..	1	1	..	..	1	1	..	..	..	..	1	..	..	..	2	..	2	1	..	..	..	..	..	..	7	3
(*e*) Indian Christians	..	..	1	1	..	..	2	2	..	..	..	..	1	1	..	..	..	..	3	1	..	..	..	..	..	..	7	5
(*f*) Other Classes	..	..	..	..	..	..	2	3	6	6	..	..	1	..	..	..	1	..	..	1	..	..	..	..	..	..	10	10
(*g*) Total	7	8	25	23	2	2	16	17	7	8	18	18	25	27	19	17	12	12	31	22	1	1	15	15	7	7	185	177
4·03. Grand Total	15	15	52	52	13	14	41	42	25	28	36	37	68	61	67	66	31	32	63	54	4	4	29	28	15	12	459	445
5. *Commercial*—																												
5·01. Europeans	1	1	Included under Transportation.		1	2	Included under Transportation.						7	6	12	15	Included under Transportation.		11	Included under Transportation.			3	3	..	..	24	38
5·02. Indians—																												
(*a*) Hindus	..	..			..	..							3	3	4	4			3				5	4	..	..	12	14
(*b*) Muslims	..	..			..	..							1	..	..	..			2				..	..	..	..	1	2
(*c*) Anglo-Indians and domiciled Europeans.	..	..			1	..							5	6	2	2			..				..	1	..	..	8	9
(*d*) Sikhs	..	..			..	..							..	..	..	..			1				..	..	..	..	..	1
(*e*) Indian Christians	..	..			..	..							..	..	..	..			1				..	..	..	..	..	1
(*f*) Other Classes	..	..			..	..							..	..	..	..			..				..	..	..	..	..	..
(*g*) Total	..	..			1	..							9	9	6	6			7				5	5	..	..	21	27
5·03. Grand Total	1	1			2	2							16	15	18	21			18				8	8	..	..	45	65
6. *Mechanical Engineering*—																												
6·01. Europeans	7	8	24	25	13	14	29	29	17	20	17	19	45	39	19	21	24	24	45	38	3	2	17	17	4	4	264	260
6·02. Indians—																												
(*a*) Hindus	2	1	4	4	..	..	3	3	..	..	5	5	9	9	6	7	1	1	4	6	..	..	5	4	..	..	39	40
(*b*) Muslims	1	1	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	4	4
(*c*) Anglo-Indians and domiciled Europeans.	1	1	..	..	..	..	..	..	2	1	1	..	5	4	1	1	..	..	1	1	..	..	..	..	..	..	11	8
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	2	2	1	1	1	1	..	..	..	..	..	..	..	..	..	..	4	4
(*f*) Other Classes	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Total	4	3	6	6	..	..	3	3	2	1	9	8	15	14	8	9	2	2	8	9	..	..	5	4	..	..	62	59
6·03. Grand Total	11	11	30	31	13	14	32	32	19	21	26	27	60	53	27	30	26	26	53	47	3	2	22	21	4	4	326	319

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
7. *Stores Department*—																												
7·01. Europeans	1	1	5	6	1	1	6	6	2	2	3	4	10	8	5	5	6	6	6	8	..	..	3	3	..	..	48	50
7·02. Indians—																												
(*a*) Hindus	..	..	1	1	..	..	2	1	1	1	2	1	2	2	..	..	1	1	3	3	..	..	1	1	..	..	13	11
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	2	2
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	2	2	..	..	..	..	1	1	3	2	2	3	..	..	..	..	..	..	..	..	3	2	..	..	11	10
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Other Classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*g*) Total	..	..	3	3	..	..	2	1	2	2	5	3	4	5	2	2	2	2	3	3	..	..	4	3	..	..	27	24
7·03. GRAND TOTAL	1	1	8	9	1	1	8	7	4	4	8	7	14	13	7	7	8	8	9	11	..	..	7	6	..	..	75	74
8. *Other Departments*—																												
8·01. Europeans	10	9	17	18	3	2	12	11	9	9	1	1	31	36	6	7	12	11	1	1	..	..	5	6	19	20	126	131
8·02. Indians—																												
(*a*) Hindus	6	6	3	3	..	..	3	3	..	..	4	5	11	12	4	3	2	2	2	1	..	..	2	2	7	6	44	43
(*b*) Muslims	..	..	..	..	..	..	1	..	..	..	..	1	2	1	..	..	..	..	1	1	..	..	..	..	..	..	4	3
(*c*) Anglo-Indians and Domiciled Europeans.	2	2	..	1	..	..	..	..	1	1	1	..	6	6	1	1	..	..	..	..	..	..	..	..	3	5	14	16
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	3	3
(*f*) Other Classes	..	..	..	..	..	..	3	4	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1	5	6
(*g*) Total	8	8	3	4	..	..	7	7	1	1	5	6	20	20	7	6	4	4	4	3	..	..	2	2	11	12	72	73
8·03. GRAND TOTAL	18	17	20	22	3	2	19	18	10	10	6	7	51	56	13	13	16	15	5	4	..	..	7	8	30	32	198	204
9. *Total*—																												
9·01. Europeans	42	41	132	140	59	58	123	125	82	90	70	72	189	188	156	165	103	106	138	149	11	11	77	79	42	45	1,224	1,269
9·02. Indians—																												
(*a*) Hindus	17	16	40	43	6	6	31	29	4	4	45	46	74	78	32	29	27	31	78	67	2	2	43	44	11	14	410	409
(*b*) Muslims	4	4	7	8	3	3	3	2	1	1	5	6	13	11	11	10	..	..	20	20	2	2	1	1	8	4	78	72
(*c*) Anglo-Indians and Domiciled Europeans.	8	9	15	16	2	1	4	3	9	9	10	7	37	37	10	12	8	8	14	11	..	..	8	7	5	7	130	127
(*d*) Sikhs	1	1	2	2	..	..	2	1	..	..	2	2	2	2	..	..	2	..	3	3	..	..	..	..	..	..	19	16
(*e*) Indian Christians	..	..	1	1	..	..	3	3	..	..	2	2	2	2	5	3	2	2	4	3	..	..	1	1	..	..	20	17
(*f*) Other Classes	..	..	2	2	..	..	8	10	7	7	1	1	2	1	5	6	4	3	..	1	..	..	..	1	2	1	31	33
(*g*) Total	30	30	67	72	11	10	51	48	21	21	65	64	130	131	63	60	43	44	124	110	4	4	53	54	26	26	688	674
9·03. GRAND TOTAL	72	71	199	212	70	68	174	173	103	111	135	136	319	319	219	225	146	150	262	259	15	15	130	133	68	71	1,912	1,943

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1933 as compared with 31st March 1932*—concld.

Item.	A. B.		B. N.		B. & N.-W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase* (+) *and Decrease* (—)																												
10·01. Europeans	+1	..	—8	..	+1	..	—2	..	—8	..	—2	..	+1	..	—9	..	—3	..	—11	..	..	..	—2	..	—3	..	—45	..
10·02. Indians—																												
(*a*) Hindus	+1	..	—3	..	..	..	+2	..	..	..	—1	..	—4	..	+3	..	—4	..	+11	..	..	..	—1	..	—3	..	+1	..
(*b*) Muslims	..	..	—1	..	..	..	+1	..	..	..	—1	..	+2	..	+1	..	..	..	..	..	..	..	..	..	+4	..	+6	..
(*c*) Anglo-Indians and Domiciled Europeans	—1	..	—1	..	+1	..	+1	..	..	..	+3	..	..	..	—2	..	..	..	+3	..	..	..	+1	..	—2	..	+3	..
(*d*) Sikhs	..	..	..	..	..	..	+1	..	..	..	..	..	..	..	..	..	+2	..	..	..	..	..	..	..	..	..	+3	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	+2	..	..	..	+1	..	..	..	..	..	..	..	+3	..
(*f*) Other Classes	..	..	..	..	..	..	—2	..	..	..	..	..	+1	..	—1	..	+1	..	—1	..	..	..	—1	..	+1	..	—2	..
(*g*) Total	..	..	—5	..	+1	..	+3	..	..	..	+1	..	—1	..	+3	..	—1	..	+14	..	..	..	—1	..	..	..	+14	..
10·03. Grand Total	+1	..	—13	..	+2	..	+1	..	—8	..	—1	..	..	..	—6	..	—4	..	+3	..	..	..	—3	..	—3	..	—31	..
11. *Percentage of Total*—																												
11·01. Europeans	58·3	57·8	66·3	66·0	84·3	85·3	70·7	72·2	79·6	81·1	51·9	52·9	59·3	58·9	71·2	73·3	70·5	70·7	52·7	57·5	73·3	73·3	59·2	59·4	61·8	63·4	64·0	65·3
11·02. Indians—																												
(*a*) Hindus	23·6	22·5	20·1	20·3	8·6	8·8	17·8	16·8	3·9	3·6	33·3	33·9	23·2	24·5	14·6	12·9	18·5	20·7	20·8	25·9	13·3	13·3	33·1	33·1	16·2	19·7	21·5	21·1
(*b*) Muslims	5·6	5·6	3·5	3·8	4·3	4·4	1·7	1·2	1·0	0·9	3·7	4·4	4·1	3·5	5·0	4·5	..	..	7·6	7·7	13·4	13·4	0·8	0·7	11·8	5·6	4·1	3·7
(*c*) Anglo-Indians and Domiciled Europeans.	11·1	12·7	7·5	7·6	2·8	1·5	2·3	1·7	8·7	8·1	7·4	5·2	11·6	11·6	4·6	5·3	5·5	5·3	5·3	4·2	..	..	6·1	5·3	7·3	9·9	6·8	6·5
(*d*) Sikhs	1·4	1·4	1·1	0·9	..	..	1·2		..	..	1·5	1·5	0·6	0·6	..	..	1·4	..	3·1	3·1	..	..	..	..	..	..	1·0	0·8
(*e*) Indian Christians	..	..	0·5	0·5	..	..	1·7	8·1	..	..	·5	1·4	0·6	0·6	2·3	1·3	1·4	1·3	1·5	1·2	..	..	0·8	0·7	..	..	1·0	0·9
(*f*) Other Classes	..	..	1·0	0·9	..	..	4·6		6·8	6·3	0·7	0·7	0·6	0·3	2·3	2·7	2·7	2·0	..	0·4	..	..	..	0·8	2·9	1·4	1·8	1·7

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1933 as compared with 31st March 1932.*

Item.	A. B.		B. N.		B. & N. W.		B. B. & C. I.		BURMA.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		TOTAL.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	1	..	2	2	1	1	3	3	..	..	1	1	..	..	..	..	8	7
1·02. Indians—																										
(*a*) Hindus	2	2	5	5	1	1	11	11	4	5	12	12	10	14	3	3	2	2	4	6	1	1	3	3	58	65
(*b*) Muslims	..	..	..	..	..	..	3	3	1	1	..	..	..	1	..	..	..	..	..	1	..	..	..	..	4	6
(*c*) Anglo-Indians and Domiciled Europeans	1	1	2	2	1	1	3	3	1	2	..	..	1	1	..	1	..	..	4	5	..	..	1	1	14	17
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1	1	..	..	..	..	3	3	..	..	..	..	..	..	..	..	6	66
(*f*) Other classes	..	..	..	..	..	..	4	4	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	6	6
(*g*) Total	3	3	7	7	2	2	23	23	8	10	12	12	11	16	7	8	2	2	8	12	1	1	4	4	88	100
1·03. GRAND TOTAL	3	3	7	7	2	2	23	23	9	10	14	14	12	17	10	11	2	2	9	13	1	1	4	4	96	107
2. *Accounts Department*—																										
2·01. Europeans	..	..	..	..	..	..	2	1	..	..	1	1	9	10	4	7	..	..	1	1	..	..	..	..	17	20
2·02. Indians—																										
(*a*) Hindus	..	..	32	26	6	5	25	27	9	10	25	31	69	64	18	17	5	6	46	32	1	1	17	18	253	237
(*b*) Muslims	..	..	..	..	2	2	..	..	..	..	..	2	5	3	..	1	..	..	20	17	..	..	1	1	28	26
(*c*) Anglo-Indians and Domiciled Europeans	..	..	35	35	6	6	13	13	9	10	4	3	11	11	9	11	11	9	2	2	..	..	4	5	104	105
(*d*) Sikhs	..	..	2	2	..	..	..	..	..	..	..	..	1	1	1	1	..	..	9	10	..	..	..	..	13	14
(*e*) Indian Christians	..	..	2	2	1	1	2	2	1	..	..	..	..	..	4	3	..	..	1	2	..	..	..	..	11	10
(*f*) Other classes	..	..	..	..	..	..	7	7	..	..	..	..	..	..	5	6	2	2	..	1	..	..	..	..	14	16
(*g*) Tota	..	..	71	65	15	14	47	49	19	20	29	36	86	79	37	39	18	17	78	64	1	1	22	24	423	408
2·03. GRAND TOTAL	..	..	71	65	15	14	49	50	19	20	30	37	95	89	41	46	18	17	79	65	1	1	22	24	440	428
3. *Engineering Department*—																										
3·01. Europeans	1	1	4	8	..	..	12	13	1	1	7	8	49	51	21	27	11	13	31	32	1	2	3	3	141	159
3·02. Indians—																										
(*a*) Hindus	10	10	58	59	6	6	69	72	25	26	35	40	116	118	56	66	18	17	104	111	..	..	20	21	517	546
(*b*) Muslims	2	2	7	5	5	3	13	13	2	2	3	3	9	9	16	16	..	..	71	74	1	1	2	1	131	129
(*c*) Anglo-Indians and Domiciled Europeans	5	5	38	47	13	13	8	10	31	33	20	19	99	115	63	65	24	25	42	40	1	1	10	12	354	385
(*d*) Sikhs	2	2	3	3	1	1	2	1	6	6	1	2	5	3	9	9	..	..	31	33	..	..	..	..	60	60
(*e*) Indian Christians	..	..	2	2	..	..	7	7	2	1	1	1	5	2	15	11	1	..	3	2	..	..	2	2	38	28
(*f*) Other classes	..	..	..	..	..	..	24	22	1	1	..	1	..	..	14	14	2	1	5	10	..	..	..	..	46	49
(*g*) Total	19	19	108	116	25	23	123	125	67	69	60	66	234	247	173	181	45	43	256	270	2	2	34	36	1,146	1,197
3·03. GRAND TOTAL	20	20	112	124	25	23	135	138	68	70	67	74	283	298	194	208	56	56	287	302	3	4	37	39	1,287	1,356

APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. Nizam's State and Jodhpur Railways) on 31st March 1933 as compared with 31st March 1932*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. Transportation—																										
4·01. Europeans	1	1	23	24	4	4	32	34	2	5	18	18	107	113	173	190	..	..	120	117	1	1	10	7	491	514
4·02. Indians—																										
(*a*) Hindus	6	7	42	44	4	3	108	109	18	18	26	25	50	56	85	81	3	4	71	65	..	..	15	14	428	426
(*b*) Muslims	..	..	6	6	1	1	6	6	2	3	1	1	8	9	14	14	..	..	19	24	..	..	1	1	58	65
(*c*) Anglo-Indians and Domiciled Europeans	12	10	46	50	12	16	42	46	78	79	53	54	157	173	454	476	30	28	78	79	5	5	20	22	987	1,038
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	2	2	1	..	1	..	..	..	4	5	..	..	..	..	9	8
(*e*) Indian Christians	..	..	3	2	..	..	19	19	2	2	..	..	1	3	46	42	..	..	4	4	..	..	..	..	75	72
(*f*) Other classes	1	1	..	..	..	..	39	39	21	20	..	..	2	..	46	48	..	..	17	26	..	..	..	..	126	134
(*g*) Total	19	18	98	103	17	20	214	219	121	122	82	82	219	241	646	661	33	32	193	203	5	5	36	37	1,683	1,743
4·03. Grand Total	20	19	121	127	21	24	246	253	123	127	100	100	326	354	819	851	33	32	313	320	6	6	46	44	2,174	2,257
5. Commercial—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						..	..	9	9	Included under Transportation.		4	5	Included under Transportation.		..	..	13	14
5·02. Indians—																										
(*a*) Hindus	3	2			..	..							22	26	31	31			13	13			4	4	73	76
(*b*) Muslims	..	..			1	..							4	3	3	3			5	6			..	..	13	12
(*c*) Anglo-Indians and Domiciled Europeans	..	..			..	..							11	13	7	8			6	4			..	..	24	25
(*d*) Sikhs	..	..			..	..							..	..	..	..			5	6			..	..	5	6
(*e*) Indian Christians	..	..			..	..							..	..	7	4			..	..			..	..	7	4
(*f*) Other Classes	..	..			..	..							..	..	..	1			..	1			..	..	..	2
(*g*) Total	3	2			1	..							37	42	48	47			29	30			4	4	122	125
5·03. Grand Total	3	2			1	..							37	42	57	56			33	35			4	4	135	139
Mechanical Engineering—																										
6·01. Europeans	11	11	147	176	11	11	82	63	20	21	40	48	287	327	56	60	67	72	198	189	4	4	27	27	950	1,009
6·02. Indians—																										
(*a*) Hindus	2	3	15	12	..	...	50	46	11	11	25	27	106	106	26	22	4	4	62	48	1	1	25	26	327	306
(*b*) Muslims	1	1	3	2	..	..	8	9	..	..	3	4	15	14	1	1	..	..	58	58	..	..	1	1	90	90
(*c*) Anglo-Indians and Domiciled Europeans	15	15	218	211	15	19	246	280	119	123	90	92	546	530	106	103	97	102	210	203	2	3	119	123	1,783	1,804
(*d*) Sikhs	..	..	4	7	..	..	2	4	4	4	..	..	5	3	2	2	..	..	35	33	..	..	..	..	52	53
(*e*) Indian Christians	1	1	1	1	..	..	7	17	2	2	1	1	7	3	13	12	1	1	3	12	..	..	3	4	39	54
(*f*) Other classes	2	2	1	..	..	..	34	27	12	14	4	4	2	2	9	14	4	4	11	11	..	1	..	..	79	79
(*g*) Total	21	22	242	233	15	19	347	383	148	154	123	128	681	658	157	154	106	111	379	365	3	5	148	154	2,370	2,386
6·03 Grand Total	32	33	389	409	26	30	429	446	168	175	163	176	968	985	213	214	173	183	577	554	7	9	175	181	3,320	3,395

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
7. *Stores Department*—																										
7·01. Europeans	..	..	..	..	..	..	3	3	..	..	1	1	5	6	3	3	1	1	7	7	..	..	1	..	21	21
7·02. Indians—																										
(*a*) Hindus	1	1	7	7	..	..	7	6	4	4	12	12	20	21	2	2	1	1	19	20	..	..	2	2	75	76
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	1	..	..	..	..	6	7	..	..	..	..	9	9
(*c*) Anglo-Indians and Domiciled Europeans	1	1	11	10	1	1	..	..	..	..	4	5	24	28	3	2	3	3	7	7	..	..	2	3	56	60
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	2	2
(*e*) Indian Christians	..	..	2	2	..	..	3	3	..	..	..	..	..	..	..	1	..	..	1	1	..	..	..	..	6	7
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	..	..	2	2	..	..	..	..	4	4
(*g*) Total	2	2	20	19	1	1	12	11	4	4	16	17	46	50	6	6	4	4	37	39	..	..	4	5	152	158
7·03. GRAND TOTAL	2	2	20	19	1	1	15	14	4	4	17	18	51	56	9	9	5	5	44	46	..	..	5	5	173	179
8. *Other Departments*—																										
8·01. Europeans	4	4	31	28	2	3	14	15	..	..	1	..	60	62	1	1	2	2	6	3	..	..	..	1	121	119
8·02. Indians—																										
(*a*) Hindus	8	7	38	36	3	2	34	34	19	18	12	11	58	64	10	9	15	14	11	11	..	..	2	3	210	209
(*b*) Muslims	..	..	1	2	..	..	..	1	4	5	2	2	6	6	..	..	..	..	5	4	..	..	1	1	19	21
(*c*) Anglo-Indians and Domiciled Europeans	3	3	48	48	8	10	17	16	2	2	3	3	60	60	5	8	12	11	8	13	1	1	3	1	170	176
(*d*) Sikhs	..	..	3	4	..	..	..	..	4	5	..	..	..	..	1	..	..	..	2	2	..	..	..	..	10	11
(*e*) Indian Christians	..	..	..	..	..	..	3	4	5	5	..	..	1	2	1	4	2	2	2	1	..	..	2	2	16	20
(*f*) Other classes	..	..	2	3	..	..	8	10	3	2	..	..	1	..	13	9	..	..	1	2	..	..	1	1	29	27
(*g*) Total	11	10	92	93	11	12	62	65	37	37	17	16	126	132	30	30	29	27	29	33	1	1	9	8	454	464
8·03. GRAND TOTAL	15	14	123	121	13	15	76	80	37	37	18	16	186	194	31	31	31	29	35	36	1	1	9	9	575	583
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	3
9·02. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	153	160
(*a*) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26	25
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	28	32
(*c*) Anglo-Indians and Domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	10
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	10
(*f*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	226	238
(*g*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	228	241
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

APPENDIX F—*concld.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1933 as compared with 31st March 1932*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.	1933.	1932.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
10. *Total—*																										
10·01. Europeans	17	17	205	236	17	18	145	129	24	27	70	78	518	570	270	300	81	88	368	355	6	7	41	38	1,764	1,866
10·02. Indians—																										
(*a*) Hindus	32	32	197	189	20	17	304	305	90	92	147	158	451	469	231	231	48	48	330	306	3	3	88	91	2,094	2,101
(*b*) Muslims	3	3	17	15	3	3	31	33	9	11	9	12	49	46	34	35	..	..	184	191	1	1	6	5	378	383
(*c*) Anglo-Indians and domiciled Europeans	37	35	398	403	56	66	329	368	240	249	174	176	909	931	647	674	177	178	357	353	9	10	159	167	3,520	3,642
(*d*) Sikhs	2	2	13	17	1	1	4	5	14	15	3	4	12	7	14	12	..	..	88	91	..	..	..	..	161	164
(*e*) Indian Christians	1	1	10	9	1	1	43	54	13	11	2	2	14	10	89	80	4	3	14	22	..	..	7	8	201	202
(*f*) Other classes	3	3	3	3	..	..	117	110	38	38	4	5	5	2	89	94	8	7	36	53	..	1	1	1	310	327
(*g*) Total	78	76	638	636	87	91	828	875	404	416	339	357	1,440	1,465	1,104	1,126	237	236	1,009	1,016	13	15	261	272	6,664	6,819
10·03 Grand total	95	93	843	872	104	109	973	1,004	428	443	409	435	1,958	2,035	1,374	1,426	318	324	1,377	1,371	19	22	302	310	8,428	8,685
11. *Increase + Decrease—*																										
11·01. Europeans	..	..	—31	..	—1	..	+16	..	—3	..	—8	..	—52	..	—30	..	—7	..	+18	..	—1	..	+3	..	—102	..
11·02 Indians—																										
(*a*) Hindus	..	..	+8	..	+3	..	—1	..	—2	..	—11	..	—18	..	..	..	..	..	+24	..	..	..	—3	..	—7	..
(*b*) Muslims	..	..	+2	..	+3	..	—2	..	—2	..	—3	..	+3	..	—1	..	..	..	—7	..	..	..	+1	..	—5	..
(*c*) Anglo-Indians and domiciled Europeans	+2	..	—5	..	—10	..	—39	..	—9	..	—2	..	—22	..	—27	..	—1	..	+4	..	—1	..	—8	..	—122	..
(*d*) Sikhs	..	..	—4	..	..	..	—1	..	—1	..	—1	..	+5	..	+2	..	..	..	—3	..	..	..	..	..	—3	..
(*e*) Indian Christians	..	..	+1	..	..	..	—11	..	+2	..	..	..	+4	..	+9	..	+1	..	—8	..	..	..	—1	..	—1	..
(*f*) Other classes	..	..	..	..	..	..	+7	..	..	..	—1	..	+3	..	—5	..	+1	..	—17	..	—1	..	..	..	—17	..
(*g*) Total	+2	..	+2	..	—4	..	—47	..	—12	..	—18	..	—25	..	—22	..	+1	..	—7	..	—2	..	—11	..	—155	..
11·03. Grand total	+2	..	—29	..	—5	..	—31	..	—15	..	—26	..	—77	..	—52	..	—6	..	+6	..	—3	..	—8	..	—257	..
12. *Percentage of total—*																										
12·01. Europeans	17·9	18·3	24·3	27·1	16·3	16·5	14·9	12·8	5·6	6·1	17·1	17·9	26·5	28·0	19·6	21·0	25·5	27·2	26·7	25·9	31·6	31·8	13·6	12·3	20·9	21·5
12·02. Indians—																										
(*a*) Hindus	33·7	34·4	23·4	21·7	19·2	15·5	31·3	30·4	21·0	20·8	35·9	36·3	23·0	23·1	16·8	16·2	15·1	14·8	24·0	22·3	15·8	13·6	29·1	29·4	24·8	24·2
(*b*) Muslims	3·2	3·2	2·0	1·7	8·7	5·5	3·2	3·3	2·1	2·5	2·2	2·8	2·5	2·3	2·5	2·5	..	..	13·4	13·9	5·2	4·5	2·0	1·6	4·5	4·4
(*c*) Anglo-Indians and domiciled Europeans	38·9	37·7	47·2	46·2	53·8	60·6	33·8	36·6	56·1	56·2	42·5	40·5	46·4	45·8	47·1	47·3	55·6	54·9	25·9	25·7	47·4	45·5	52·6	53·9	41·8	41·9
(*d*) Sikhs	2·1	2·1	1·5	2·0	1·0	1·0	0·4	0·5	3·3	3·4	0·8	0·9	0·6	0·3	1·0	0·8	..	..	6·4	6·7	..	..	..	..	1·9	1·9
(*e*) Indian Christians	1·0	1·1	1·2	1·0	1·0	0·9	4·4	5·4	3·0	2·4	0·5	0·5	0·7	0·4	6·5	5·6	1·3	0·9	1·0	1·6	..	..	2·3	2·5	2·4	2·3
(*f*) Other classes	3·2	3·2	0·4	0·3	..	..	12·0	11·0	3·9	3·6	1·0	1·1	0·3	0·1	6·5	6·6	2·5	2·2	2·6	3·9	..	4·6	0·4	0·3	3·7	3·8

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1932-33.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
								Europeans.	Indians.						
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14	15	16
1. Agency	..	..	4	..	4	..	(b) 4	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	15	..	15	15	..	..	..	..	..	..	..	..	..
4. Transportation (Traffic) and Commercial.	..	1	11	1	11	10	1	..	..	..	1	..	..	..	1
5. Transportation (Power) and Mechanical Engineering.	..	1	10	..	11	5	6	2	1	1	1	..	1	..	4
6. Stores Department	5	..	1	..	6	6	..	..	..	..	..	..	..	..	..
7. Other Departments	..	4	8	1	11	7	4	2	1	..	1	..	..	..	2
8. Total—															
1932-33	7	6	49	2	60	45	15	4	2	1	3	..	1	..	7
1931-32	7	..	40	105	..	..	33	7	8	1	16	..	..	..	25
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	36·4	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	22·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	63·6	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	78·0	..	..	..	..	..	..	..	..
OTHER RAILWAYS.															
Assam Bengal Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	3	..	3	3	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	1	1	2	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	2	..	2	1	..	..	1	..	..	..	1
8. Total—															
1932-33	1	1	5	2	5	3	2	1	..	..	1	..	..	..	1
1931-32	1	1	8	2	8	1	7	6	1	..	..	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	85·7	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	14·3	..	..	..	..	..	..	..	..

(a) As a result of a number of posts being abolished during the year 1931-32 there was an excess of officers in certain Departments and consequently some of the vacancies to be filled during the year were taken as a set off against the excess.

(b) Since the primary object of this statement is to show the number of new entrants into Gazetted services by race and community, the vacancies in the Agency Department which were filled by transfer of existing officers from other departments are disregarded for the purpose of columns 9 to 16.

APPENDIX G—*contd.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1932-33—contd.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY						
									INDIANS.					
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Bengal and North Western Railway.															
1. Agency	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	1	..	1	..	2	..	2	2	..	..	..	..	..	..	..
4. Transportation and Commercial	2	..	1	..	3	1	2	1	..	..	1	..	..	..	1
5. Mechanical	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
6. Stores	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1932-33	4	1	3	..	8	2	6	5	..	..	1	..	..	..	1
1931-32	2*	1	3	..	6*	4*	2	2	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	83·3	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	16·7	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	*Nil.*	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	1	1	..	..	..	..	..	..	..	..	..	..
3. Engineering	3	2	6	11	..	7	—7	—5	—2	..	..	..	..	..	—2
4. Transportation and Commercial	3	..	1	..	4	3	1	..	..	..	1	..	..	..	1
5. Mechanical	5	..	..	..	5	3	2	1	1	..	..	..	..	..	1
6. Stores	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1932-33	12	2	8	11	11	14	—3	—3	—1	..	1	..	..	..	..
1931-32	15	1	17	15	18	12	6	2	3	—1	3	..	..	—1	4
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	—100·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	*Nil.*	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.															
1. Agency	2	1	3	1	5	3	2	1	1	..	..	..	..	..	1
2. Accounts	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..
3. Engineering	8	2	2	4	8	6	2	..	1	..	..	1	..	..	2
4. Transportation and Commercial	3	..	4	2	5	3	2	1	..	..	..	..	1	..	1
5. Mechanical	2	..	..	1	1	1	..	..	..	..	..	..	..	..	..
6. Stores	1	..	..	..	1	..	1	..	1	..	..	..	..	..	1
7. Other Departments	3	..	1	..	4	1	3	1	1	1	..	..	..	..	2
8. TOTAL—															
1932-33	19	3	11	8	25	15	10	3	4	1	..	1	1	..	7
1931-32	12	1	16	6	23*	19*	4	2	1	..	..	..	..	1	2
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	30·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	70·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..

* Revised figures.

APPENDIX G—*concld.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1932-33—concld.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY							
									INDIANS.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Madras and Southern Mahratta Railway.															
1. Agency	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	1	..	1	1	..	..	..	..	..	..	..	..	..
3. Engineering	2	..	3	..	4	2	2	..	2	..	..	..	..	..	2
4. Transportation and Commercial	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	1	..	2	1	1	1	..	..	..	..	..	..	..
8. TOTAL—															
1932-33	3	..	7	1	9	5	4	2	2	..	..	..	..	..	2
1931-32	5	..	6	6	5	3	2	..	..	..	2	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	*Nil.*	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
Rohilkhand and Kumaon Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.															
1. Agency	..	..	1	..	1	..	1	..	1	..	..	..	..	..	1
2. Accounts	..	..	2	..	2	..	2	..	1	..	1	..	..	..	2
3. Engineering	6	..	2	4	4	5	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	1	1	..	5	3	1	1	..	..	..	..	..	..	..
5. Mechanical	2	..	..	..	2	1	2	1	1	..	..	..	..	..	1
6. Stores	2	..	..	1	1	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1932-33	14	1	6	5	16	10	6	2	3	..	1	..	..	..	4
1931-32	11	3	12	9	17	14	3	..	2	..	1	..	..	..	3
9. Percentage of Europeans to number of vacancies filled—															
1932-33	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	*Nil.*	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1932-33	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
1931-32	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) on 31st March 1933.

The Hon'ble Sir JOSEPH BHORE, K.C.S.I., K.C.I.E., C.B.E., I.C.S., Member of Council of Governor General.

Railway Board.

Sir Guthrie Russell, Kt.	Chief Commissioner of Railways.
Mr. P. R. Rau	Financial Commissioner of Railways.
Mr. C. P. Colvin, O.B.E.	Member.

Mr. A. F. Harvey, F.C.H.	Director, Civil Engineering (*Offg.*).
Mr. N. D. Calder	Director, Traffic (*Offg.*).
Mr. T. S. Sankara Aiyar, B.A., B.E.	Director, Finance (*on leave*).
Mr. V. S. Sundaram	Director, Finance (*Offg.*).
Rai Bahadur Mathra Das	Director, Establishment (*Offg.*).
Mr. L. H. Kirkness, D.S.O., O.B.E., V.D.	Secretary (*Offg.*).
Mr. T. G. Creighton	Deputy Director, Mechanical Engineering (*Offg.*).
Mr. A. M. Ali	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. F. D'Souza	Deputy Director, Traffic (Commercial) (*on leave*).
Mr. J. I. Pearse	Deputy Director, Traffic (Commercial) (*Offg.*).
Mr. K. M. Hassan	Deputy Director, Establishment.
Khan Bahadur Barkat Ali	Deputy Director, Finance.
Mr. E. C. Rundlett	Assistant Secretary.

Honorary Assistant Personnel Officer.

Rai Bahadur Ishar Das Puri	Honorary Assistant Personnel Officer (*on leave*).

Attached Officers.

Major H. W. Wagstaff, M.C., R.E.	Supervisor of Railway Labour (*on leave*).
Khan Bahadur Z. H. Khan	Supervisor of Railway Labour (*Offg.*).
Mr. H. C. B. Jollye, B.A.	Timber Advisory Officer.
Mr. R. O. C. Thomson	Officer on Special Duty.

Controller of Railway Accounts.

Mr. L. S. Deane	Controller of Railway Accounts.
Mr. C. V. S. Rao	Deputy Controller of Railway Accounts.
Mr. H. G. Ward	Assistant Controller of Railway Accounts.

MGIPC—L—X-36(PD)—8 2-34—1,160.

2102
1934

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1932–33

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

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Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 6 or 9*s.* 9*d.* Volume II, Rs. 6-14-0 or 11*s.*

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3*s.*

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1928. Published quinquennially. Price Rs. 5-8-0 or 9*s.*

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37*s.*

(5) Pocket edition of the Schedules of Dimensions for the 5′ 6″ gauge (revised, 1929), price Re. 1 each, 3′ 3/8″ gauge (revised, 1930), price Re. 1 each, 2′ 6″ gauge (revised and reprinted edition, 1930), price annas 5 each, and 2′ 0″ gauge, 1922 price Re. 1 each.

TECHNICAL PAPERS.

(6) Over 279 papers have been published by the Technical section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
No. 72	The design of well foundations for bridges	(Compiled.)
,, 148	Statistics of railway working expenditure	G. DEUCHARS.
,, 153	River training and control on the guide bank system	F. J. E. SPRING.
,, 215	The Hardinge Bridge over the Lower Ganges at Sara	SIR ROBERT GALES.
,, 219	Technical education in relation to railways in America	H. L. COLE.
,, 239	The central control systems for the scheduling of operations in locomotive repairs workshops in England	H. H. SAUNDERS.
,, 242	Railway Statistics and the Operating Officer	MAJOR F. H. BUDDEN.
,, 243	How to judge the prospects of new railways	LT.-COL. L. E. HOPKINS.
,, 244	Sleeper spacing and the effect of the New Permissible Axle-loads	A. F. HARVEY.
,, 245	Report of the Indian Railway Bridge Committee on track stresses.	
,, 247	1st and 2nd interim reports of the Indian Railway Bridge Committee on Impact and revision of the Bridge rules.	
,, 249	Operating Statistics and the Divisional Officer	MAJOR F. H. BUDDEN.
,, 250	Axle-loads, Wheel Diameter and railheads dimensions.	
,, 251	A. R. E. and maintenance of Way Association's Impact tests on Railway Bridges. (Reprinted.)	
,,	Description of the Planning, Progress, Coaling and Engine Repair, Schedule System, introduced on the G. I. P. Railway Loco. Shops at Parel	F. G. S. MARTIN.
,, 256	Notes on the preparation of railway projects	H. L. GLASS.
,, 259	The estimation of Passenger earnings on new projects	A. LINES.
,, 261	Tube wells on the N. W. Railway, 1925-27	J. WARDON.
,, 262	Note on steps to be taken to permit of running the future large vehicles on Broad Gauge Railways, 1927	A. I. SLIEGH.
,, 263	Note on Composite Index numbers of Indian Railways	W. G. BARNETT.
,, 264	Memorandum on Traffic Surveys	R. N. NICOLLS.
,, 266	Principles of the Absolute Block System, 1929	L. H. KIRKNESS.
,, 267	Flood-Lighting, 1929	H. J. MULLENEUX.
,, 271	Antiseptic treatment of Pinus Longi-folia (Chir) for Railway Sleepers	KAMESAM.
,, 272	The Stereographic Survey of the Shaksgam	MAJOR KENNETH MASON. (Reprint.)
,, 273	A Schedule system for the Control of Operations in Workshops, 1929	H. H. SAUNDERS.
,, 275	An Enquiry into the Preparation of Periodic Financial Returns on the Railways of Great Britain, Egypt and Palestine, 1929	MAJOR WAGSTAFF.
,, 276	Investigation into the Strength of Rail Joints	H. HOWE AND L. H. SWAIN.
,, 277	Description of the Cost Accounting Scheme introduced in the Locomotive Workshops at Moghalpura	A. E. HOWELL.
,, 278	Notes on Tube Railway Construction	H. G. SALMOND.
,, 279	Report on Track Practice on American and Canadian Railways	A. F. HARVEY.
,, 280	The Installation of a Production system in the Locomotive Workshops at Moghalpura	A. E. HOWELL.

The prices of the papers vary from Annas Three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

[*For details, see Statement 1, pages 22-23.*]

FINANCIAL SUMMARIES.

I.—Summary of the Net Revenue Receipts of ***State-owned*** *Railways for the years 1931-32 and 1932-33 and of the percentage of those figures on the Capital at Charge on the 31st March, also of the Net Gain or Loss to Government after meeting all charges against the Net Revenue Receipts.*

(In thousands of rupees.)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 9 or 10 × 100 / Col. 3.)
					Payments on account of shares of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1931-32*	*5,01,63,62*	*13,23,96*	*2·64*	..	*20,88,99*	*20,88,99*	..	*7,65,03*	*—1·53*
	1932-33	5,00,07,11	12,85,69	2·57	..	20,61,20	20,61,20	..	7,75,51	—1·55
2. State Lines worked by Companies or by Indian States.	*1931-32*	*2,84,69,09*	*10,61,41*	*3·74*	*64,19*	*12,11,81*	*12,76,00*	..	*2,14,59*	*—0·75*
	1932-33	2,86,08,35	9,90,96	3·46	65,21	12,12,71	12,77,92	..	2,86,96	—1·00
3. Miscellaneous items	*1931-32*	*3,31,32*	..	..	..	*5,84*	*5,84*	..	*5,84*	*—1·76*
	1932-33	3,30,69	..	..	..	16,61	16,61	..	16,61	—5·02
4. Total Central	*1931-32*	*7,89,64,03*	*23,85,37*	*3·02*	*64,19*	*33,06,64*	*33,70,83*	..	*9,85,46* (a)	*—1·25*
	1932-33	7,89,46,15	22,76,65	2·88	65,21	32,90,52	33,55,73	..	10,79,08 (a)	—1·37
Provincial.										
5. Total Provincial	*1931-32*	*14,61*	..	..	..	*58*	*58*	..	*58*	*—3·97*
	1932-33	14,61	..	..	..	57	57	..	57	—3·91
6. GRAND TOTAL	*1931-32*	*7,89,78,64*	*23,85,37*	*3·02*	*64,19*	*33,07,22*	*33,71,41*	..	*9,86,04*	*—1·25*
	1932-33	7,89,60,76	22,76,65	2·88	65,21	32,91,09	42,56,30	..	10,79,65	—1·37

* On open lines and on lines wholly or partly under construction (including ferries and suspense).

(a) See also footnote * under Statement 1 on page 23.

[*For details, see Statement 2 (a), pages 24-27.*]

11-A.—Summary of Capital at Charge of ***State-owned*** *Railways on the 31st March 1932 and 1933.*

(*In thousands of rupees.*)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1932.	31st March 1933.	*31st March 1932.*	31st March 1933.	*31st March 1932.* (Cols. 2+4.)	31st March 1933. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	*—1,32*	—1,32	..	..	*—1,32*	—1,32
(*b*) To end of the year .	*1,16,56,81*	1,16,56,81	*44,52,15*	45,17,15	*1,61,08,96*	1,61,73,96
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*3,71,16*	1,60,38	*2,75,94*	83,03	*6,47,10*	2,43,41
(*b*) Rolling-stock . .	*95,35*	—93,78	*1,22,54*	39,53	*2,17,89*	—54,25
(*c*) General charges . .	*19,79*	7,06	*15,69*	6,34	*35,48*	13,40
(*d*) Stores, etc., not finally charged off in the accounts.	*—1,64,20*	—1,40,14	*—67,27*	—55,28	*—2,31,47*	—1,95,42
(*e*) Total	*3,22,10*	—66,48	*3,46,90*	73,62	*6,69,00*	7,14
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,61,29,54*	2,62,19,03	*1,61,42,22*	1,62,88,90	*4,22,71,76*	4,25,07,93
(*b*) Rolling-stock . .	*1,01,51,01*	1,00,57,23	*66,11,75*	66,14,48	*1,67,62,76*	1,66,71,71
(*c*) General charges . .	*12,66,29*	12,53,68	*11,23,28*	11,02,80	*23,89,57*	23,56,48
(*d*) Stores, etc., not finally charged off in the accounts.	*9,59,97*	8,20,36	*4,85,62*	4,30,32	*14,45,59*	12,50,68
(*e*) Total . .	*3,85,06,81*	3,83,50,30	*2,43,62,87*	2,44,36,50	*6,28,69,68*	6,27,86,80
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,01,63,62*	5,00,07,11	*2,88,15,02*	2,89,53,65	*7,89,78,64*	7,89,60,76

II-B.—Summary of Capital Outlay to the end of the years 1931-32

Classification.	Year.	Capital outlay during the year. Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(*a*) Worked by the branch line company	*1931-32*	*1*	*1*	*Nil*	*15*	*17*
	1932-33	—1	—2	*Nil*	—23	—26
(*b*) Worked by the main line	*1931-32*	*65*	*Nil*	*Nil*	*Nil*	*65*
	1932-33	4	*Nil*	*Nil*	*Nil*	4
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1931-32*	*3,71*	*1*	*3*	*Nil*	*3,75*
	1932-33	2,14	—1	6	*Nil*	2,19
3. Branch line Companies' Railways under guarantee and rebate terms.	*1931-32*	*28*	*Nil*	*Nil*	*Nil*	*28*
	1932-33	45	*Nil*	*Nil*	*Nil*	45
4. Companies' lines subsidized by the Government of India.	*1931-32*	*13,03*	*2,87*	*2*	*—54*	*15,38*
	1932-33	6,18	47	11	—2,38	4,38
5. Companies' lines subsidized by Local Governments.	*1931-32*	*79*	*79*	*Nil*	*—45*	*1,13*
	1932-33	17	—1,06	*Nil*	—73	—1,62
6. Unassisted Companies' lines	*1931-32*	*— 21*	*—8*	*Nil*	*—2*	*—31*
	1932-33	18	1	*Nil*	2	21
7. District Board lines	*1931-32*	*56*	*Nil*	*Nil*	*Nil*	*56*
	1932-33	21	*Nil*	*Nil*	*Nil*	21
8. Companies' lines subsidized by District Boards.	*1931-32*	*—1*	*69*	*Nil*	*—1,25*	*—57*
	1932-33	56	2	—99	—89	—1,30
9. Indian State lines worked by Indian States	*1931-32*	*75,16*	*19,86*	*3,60*	*10,53*	*1,09,15*
	1932-33	74,79	12,57	2,95	—13,40	76,91
10. Indian State lines worked by the main line	*1931-32*	*25,59*	*6,23*	*1,79*	*10*	*33,71*
	1932-33	18,84	3,09	1,43	—4,04	19,32
11. Companies' lines guaranteed by Indian States	*1931-32*	*3*	*17*	*Nil*	*Nil*	*20*
	1932-33	—1	*Nil*	—1	*Nil*	—2
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1931-32*	*†434*	..	..	..	*434*
	1932-33	346	*Nil*	—1	*Nil*	345
13. TOTAL	*1931-32*	*1,23,93*	*30,55*	*5,44*	*8,52*	*1,68,44*
	1932-33	1,07,00	15,07	3,54	—21,65	1,03,96
14. Miscellaneous	*1931-32*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1932-33	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. GRAND TOTAL	*1931-32*	*1,23,93*	*30,55*	*5,44*	*8,52*	*1,68,44*
	1932-33	1,07,00	15,07	3,54	—21,65	1,03,96

†Represents total figure the details being not available.

[*or details, see Statement 2 (b), pages 28—39.*]

and 1932-33 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
1,79	*21,30*	*10,07*	*2,15*	*1,25,31*	(*a*) Worked by the branch line company.
93,10	21,28	8,75	1,92	1,25,05	
80,55	*1,17*	*7,71*	*Nil*	*89,43*	(*b*) Worked by the main line.
80,59	1,17	7,71	*Nil*	89,47	
6,12,15	*56,08*	*79,10*	*Nil*	*7,47,33*	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,14,30	56,08	79,16	*Nil*	7,49,54	
1,76,42	*3,04*	*9,56*	*2,00*	*1,91,02*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,76,87	3,04	9,56	2,00	1,91,47	
12,30,91	*3,96.54*	*1,15,78*	*17,11*	**17,60,34*	4. Companies' lines subsidized by the Government of India.
12,41,96	3,97,01	1,11,03	14,72	*17,64,72	
1,05,77	*73,44*	*20,96*	*4,60*	*2,04,77*	5. Companies' lines subsidized by Local Governments.
1,05,94	72,38	20,96	3,87	2,03,15	
41,13	*7,31*	*26*	*36*	*49,06*	6. Unassisted Companies' lines.
30,13	5,88	25	27	36,53	
71,59	*7,03*	*6,24*	*Nil*	*84,86*	7. District Board lines.
71,80	7,03	6,24	*Nil*	85,07	
1,05,17	*40,87*	*3,71*	*2,94*	*1,52,69*	8. Companies' lines subsidized by District Boards.
1,05,73	41,00	2,61	2,05	1,51,39	
25,53,29	*8,41,89*	*1,60,19*	*1,02,57*	*†36,57,94*	9. Indian State lines worked by Indian States.
26,40,78	8,58,85	1,63,56	89,16	†37,52,35	
11,35,72	*1,16,81*	*76,45*	*10,54*	*13,39,52*	10. Indian State lines worked by the main line.
11,54,57	1,19,90	77,87	6,50	13,58,84	
8,43	*5,60*	*1,77*	*Nil*	*15,80*	11. Companies lines guaranteed by Indian States.
8,42	5,60	1,76	*Nil*	15,78	
2,27,16	*Nil*	*1,51*	*Nil*	***2,28,67*	12. Lines in Foreign territory worked by British Indian Railway Companies.
2,30,62	*Nil*	1,50	*Nil*	‡2,32,12	
64,40,08	*15,71,08*	*4,93,31*	*1,42,27*	*86,46,74*	13. TOTAL.
65,54,81	15,89,22	4,90,96	1,20,49	87,55,48	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	*Nil*	64	*Nil*	8,87	
64,48,31	*15,71,08*	*4,93,95*	*1,42,27*	*86,55,61*	15. GRAND TOTAL.
65,63,04	15,89,22	4,91,60	1,20,49	87,64,35	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

* Includes 44,91 being the capital outlay on Mauli-Kankroli and Kankroli-Kambli Sections of Udaipur-Chitorgarh Railway, the details of which are not available.

** Includes 2,15,68 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‡ Includes 2,19,13 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1931-32 and 1932-33.*

Particulars.	Central.								Total Provincial.		Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32.	1932-33.	1931-32	1932-33.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,567,249*	3,591,078	*893,913*	893,913	..	..	*4,461,162*	4,484,991	..	..	*4,461,162*	4,484,991
2. Interest on capital contributed by companies:—												
(a) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(b) On debenture and debenture stock £	..	..	*555,479*	582,725	..	..	*555,479*	582,725	..	..	*555,479*	582,725
3. Total . £	..	..	*975,479*	1,002,725	..	..	*975,479*	1,002,725	..	..	*975,479*	1,002,725
4. Grand Total . £	*3,567,249*	3,591,078	*1,369,392*	1,896,638	..	..	*5,436,641*	5,487,716	..	..	*5,436,641*	5,487,716
5. Converted into rupees at average rate of exchange . . (In thousands of rupees)	*4,78,58*	4,77,18	*2,49,68*	2,53,31	(a) *1,63*	—91	*7,29,89*	7,29,58	..	..	*7,29,89*	7,29,58
Interest on capital out lay provided by Government . . (In thousands of rupees).	*16,08,49*	15,83,98	*9,54,63*	9,51,90	*4,21*	17,52	*25,67,33*	25,53,40	*58*	57	*25,67,91*	25,53,97
7. Interest on rupee debt. (In thousands of rupees)	*1,92*	4	*7,50*	7,50	..	..	*9,42*	7,54	..	..	*9,42*	7,54
8. Grand Total . . (In thousands of rupees).	*20,88,99*	20,61.20	*12,11,81*	12,12,71	*5,84*	16,61	*33,06,64*	32,90,52	*58*	57	*33,07,22*	32,91,09

(a) Represents exchange charges.

[*For details, see Statement No. 3, pages* 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of State-owned Railways for the year 1931-32 and 1932-33.

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working expenses.				Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.		
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State	*1931-32*	*52,53,50*	*18,56*	*52,72,06*	*30,94,33*	*8,54,60*	*—83*	*39,48,10*	*13,23,96*	*58·90*
	1932-33	52,24,83	1,46	52,26,29	30,63,56	8,76,81	23	39,40,60	12,85,69	58·66
State Railways worked by Companies or Indian States and Miscellaneous.	*1931-32*	*33,74,76*	*15,93*	*33,90,69*	*18,31,01*	*4,91,74*	*6,53*	*23,29,28*	*10,61,41*	*54·26*
	1932-33	33,33,53	2,46	33,35,99	18,39,28	5,00,41	5,34	23,45,03	9,90,96	55·17
Total	*1931-32*	*86,28,26*	*34,49*	*86,62,75*	*49,25,34*	*13,46,34*	*5,70*	*62,77,38*	*23,85,37*	*57·08*
	1932-33	85,58,36	3,92	85,62,28	49,02,84	13,77,22	5,57	62,85,63	22,76,65	57·29

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1931-32 and 1932-33.*

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions.					
		‡ Total capital at charge	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 5} \times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1931-32*	*8,41,90,69*	*94,30,12*	*65,14,34*	*29,15,78*	*69·08*	*3·46*
	1932-33	8,42,59,90	93,26,14	63,66,79	29,59,35	68·27	3·51
Class II Railways	*1931-32*	*24,96,21*	*2,95,81*	*1,99,98*	*95,83*	*67·60*	*3·84*
	1932-33	25,07,45	2,88,99	1,92,02	96,97	66·45	3·87
Class III Railways	*1931-32*	*5,14,47*	*52,11*	*39,87*	*12,24*	*76·51*	*2·38*
	1932-33	5,25,90	49,35	37,05	12,30	75·08	2·34
Other items not included in the preceding heads	*1931-32*	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	..	..
	1932-33	4,31,86	—43,92	2,93,76	—3,37,68	..	..
		By Ownership					
Total State Railways (*a*)	*1931-32*	*7,85,45,76*	*86,85,74*	*61,16,76*	*25,68,98*	*70·42*	*3·27*
	1932-33	7,85,28,89	**85,77,99	**59,69,99	26,08,00	69·60	3·32
Other items not included in the preceding heads.	*1931-32*	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	..	..
	1932-33	4,31,86	—43,92	2,93,76	—3,37,68	..	..
Total other Railways	*1931-32*	*86,46,74*	*10,91,89*	*6,36,98*	*4,54,91*	*58·34*	*5·26*
	1932-33	87,55,49	10,86,02	6,25,47	4,60,55	57·59	5·26
Miscellaneous	*1931-32*	(*b*) *8,87*	*41*	*45*	*—4*	..	..
	1932-33	(*b*) 8,87	47	40	7	..	..
Grand Total	*1931-32*	*8,76,34,25*	*97,20,56*	*69,09,11*	*28,11,45*	*71·08*	*3·21*
	1932-33	8,77,25,11	96,20,56	68,89,62	27,30,94	71·61	3·11

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

** Excludes 24,29 and 16,31 (in thousands) being the re-adjustments of the past transactions of Gross Earnings and Working Expenses respectively of certain worked lines of the South Indian Railway which have since formed part of the undertaking included in item 'Total other Railways'.

[*For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.*]

VI.—Summary of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1931-32 and 1932-33.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses.§	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*) .	*1931-32* .	*17,722·53*	*5,00,63,45*	*52,53,43*	*39,34,90*	*13,18,53*	
	1932-33 .	17,696·02	5,09,35,15	52,24,83	39,30,60	12,94,23	
2. State lines worked by‖ companies (*a*)	*1931-32* .	*13,967·01*	*2,84,82,31*	*34,32,31*	*21,81,86*	*12,50,45*	
	1932-33 .	13,995·32	2,75,93,44	33,53,16	20,39,39	13,13,77	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1931-32* .	*177·93*	*1,25,31*	*8,20*	*7,37*	*83*	
	1932-33 .	177·93	1,25,05	7,37	6,24	1,13	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1931-32* .	*114·65*	*89,43*	*9,86*	*4,96*	*4,90*	
	1932-33 .	114·65	89,47	9,82	4,93	4,89	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1931-32* .	*1,125·95*	*7,47,33*	*75,82*	*41,19*	*34,63*	
	1932-33 .	1,126·24	7,49,54	81,94	45,58	36,36	
6. Branch line companies' railways under Guarantee and rebate terms.	*1931-32* .	*166·60*	*1,91,02*	*10,71*	*6,30*	*4,41*	
	1932-33 .	166·60	1,91,47	11,98	6,93	5,05	
7. Companies' lines subsidized by the Government of India.	*1931-32* .	*2,033·03*	*17,60,34*	*2,49,85*	*1,22,95*	*1,26,90*	
	1932-33 .	2,032·33	17,64,73	2,54,61	1,22,68	1,31,93	
8. Companies' lines subsidized by Local Governments.	*1931-32* .	*137·02*	*2,04,77*	*37,95*	*22,60*	*15,35*	
	1932-33 .	137·09	2,03,15	33,64	21,11	12,53	
9. Unassisted companies' lines . .	*1931-32* .	*108·70*	*49,06*	*4,28*	*3,58*	*70*	
	1932-33 .	107·95	36,53	3,38	2,61	77	
10. District Board lines . . .	*1931-32* .	*136·43*	*84,86*	*16,08*	*8,41*	*7,67*	
	1932-33 .	136·43	85,07	18,74	10,17	8,57	
11. Companies' lines subsidized by District Boards.	*1931-32* .	*267·83*	*1,52,69*	*33,39*	*23,69*	*9,70*	
	1932-33 .	267·83	1,51,39	30,35	20,78	9,57	
12. Indian State lines worked by Indian States.	*1931-32* .	*4,808·44*	*36,57,94*	*4,66,10*	*2,89,29*	*1,76,81*	
	1932-33 .	4,958·48	37,52,35	4,53,55	2,78,43	1,75,12	
13. Indian State lines worked by the main line.	*1931-32* .	*1,915·94*	*13,39,52*	*1,49,48*	*88,66*	*60,82*	
	1932-33 .	1,912·66	13,58,84	1,56,38	90,38	66,00	
14. Companies' lines guaranteed by Indian States.	*1931-32* .	*38·63*	*15,80*	*1,06*	*78*	*28*	
	1932-33 .	38·63	15,78	1,16	90	26	
15. Lines in foreign territory worked by British Indian railway companies.	*1931-32* .	*73·60*	*2,28,67*	*29,11*	*17,20*	*11,91*	
	1932-33 .	73·60	2,32,12	23,10	14,73	8,37	
16. Miscellaneous (*b*)	*1931-32* .	*19·12*	(*b*) *8,87*	*41*	*45*	*—4*	
	1932-33 .	19·12	(*b*) 8,87	47	40	7	
17. Other items not included in the preceding heads.	*1931-32* .	..	*4,32,88*	*—57,48*	*1,54,92*	*—2,12,40*	
	1932-33 .	..	4,31,86	—43,92	2,93,76	—3,37,68	
18. Total .	*1931-32* .	*42,813·41*	*8,76,34,25*	*97,20,56*	*69,09,11*	*28,11,45*	
	1932-33 .	42,960·88	8,77,25,11	96,20,56	68,89,62	27,30,94	

(*a*) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary IV, (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

* In the case of State-owned Railways. † In the case of other than State owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

[*For details, see Statement 8, pages 62—77.*]

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1933.

Classification.	Route mileage open on the 31st March 1933.			Track mileage open on the 31st March 1933.			Route mileage opened during the financial year 1932-33.	Route mileage authorised but not open for traffic on 31st March 1933.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
1. Class I Railways—									
5′ 6″ gauge	17,724·54	3,406·52	21,131·06	24,793·36	7,465·16	32,258·52	177·79	190·94	371·94
3′ 3⅜″ gauge	14,934·07	266·38	15,200·45	15,482·39	3,218·46	18,700·85	86·32	389·54	45·86
2′ 6″ and 2′ 0″ gauges	2,234·95	*Nil*	2,234·95	2,234·95	233·43	2,468·38	*Nil*	*Nil*	*Nil*
Total	34,893·56	3,672·90	38,566·46	42,510·70	10,917·05	53,427·75	264·11	580·48	417·80
2. Class II Railways—									
3′ 3⅜″ gauge	2,278·84	*Nil*	2,278·84	2,278·84	334·56	2,613·40	19·49	59·26	41·43
2′ 6″ and 2′ 0″ gauges	969·98	*Nil*	969·98	969·98	117·39	1,087·37	*Nil*	84·14	*Nil*
Total	3,248·82	*Nil*	3,248·82	3,248·82	451·95	3,700·77	19·49	143·40	41·43
3. Class III Railways—									
3′ 3⅜″ gauge	173·68	*Nil*	173·68	173·68	26·20	199·88	22·32	*Nil*	13·11
2′ 6″ and 2′ 0″ gauges	971·92	*Nil*	971·92	973·33	93·65	1,066·98	*Nil*	3·00	22·34
Total	1,145·60	*Nil*	1,145·60	1,147·01	119·85	1,266·86	22·32	3·00	35·45
4. Total State-owned Railways—									
5′ 6″ gauge	15,740·99	3,406·52	19,147·51	22,809·81	7,188·62	29,998·43	68·11	97·95	188·78
3′ 3⅜″ gauge	10,676·90	248·56	10,925·46	11,189·58	2,488·68	13,678·26	86·32	270·87	45·86
2′ 6″ and 2′ 0″ gauges	1,637·49	*Nil*	1,637·49	1,637·49	185·23	1,822·72	*Nil*	*Nil*	*Nil*
Total	28,055·38	3,655·08	31,710·46	35,636·88	9,862·53	45,499·41	154·43	368·82	234·64
5. Total Other Railways—									
5′ 6″ gauge	1,983·55	*Nil*	1,983·55	1,983·55	276·54	2,260·09	109·68	92·99	183·16
3′ 3⅜″ gauge	6,709·69	17·82	6,727·51	6,745·33	1,090·54	7,835·87	41·81	177·93	54·54
2′ 6″ and 2′ 0″ gauges	2,539·36	*Nil*	2,539·36	2,540·77	259·24	2,800·01	*Nil*	87·14	22·34
Total	11,232·60	17·82	11,250·42	11,269·65	1,626·32	12,895·97	151·49	358·06	260·04
6. Total State-managed Railways—									
5′ 6″ gauge	12,124·76	2,842·09	14,966·85	18,018·69	5,654·68	23,673·37	68·11	155·00	361·08
3′ 3⅜″ gauge	2,993·57	214·14	3,207·71	3,421·85	914·60	4,336·45	52·32	270·87	45·86
2′ 6″ and 2′ 0″ gauges	966·98	*Nil*	966·98	966·98	98·28	1,065·26	*Nil*	*Nil*	*Nil*
Total	16,085·31	3,056·23	19,141·54	22,407·52	6,667·56	29,075·08	120·43	425·87	406·94
7. Total Other Railways—									
5′ 6″ gauge	5,599·78	564·43	6,164·21	6,774·67	1,810·48	8,585·15	109·68	35·94	10·86
3′ 3⅜″ gauge	14,393·02	52·24	14,445·26	14,513·06	2,664·62	17,177·68	75·81	177·93	54·54
2′ 6″ and 2′ 0″ gauges	3,209·87	*Nil*	3,209·87	3,211·28	346·19	3,557·47	*Nil*	87·14	22·34
Total	23,202·67	616·67	23,819·34	24,499·01	4,821·29	29,320·30	185·49	301·01	87·74
8. Total by gauges—									
5′ 6″ gauge	17,724·54	3,406·52	21,131·06	24,793·36	7,465·16	32,258·52	177·79	190·94	371·94
3′ 3⅜″ gauge	17,386·59	266·38	17,652·97	17,934·91	3,579·22	21,514·13	128·13	448·80	100·40
2′ 6″ and 2′ 0″ gauges	4,176·85	*Nil*	4,176·85	4,178·26	444·47	4,622·73	*Nil*	87·14	22·34
Grand Total	39,287·98	3,672·90	42,960·88	46,906·53	11,488·85	58,395·38	305·92	726·88	494·68

Note.—Route mileage open on 31st March 1932	42,813·41
Add Route mileage opened during 1932-33	305·92
Total	43,119·33
Route mileage open on 31st March 1933 as shown in column 4 above	42,960·88
Difference (*vide* details below)	—158·45
Net decrease on account of re-alignments, remeasurements, etc.	—2·44
Dismantlement of various small portions of B. & N. W., E. B. and N. W. Rlys.	—12·99
Closing to traffic of Nokkundi-Zahidan (137·27 miles) and Landi Kotal-Landi Khana (5·00 miles) section of N. W. Railway	—142·27
Closing to traffic of a small portion (Branch line) of Kualasekharapatnam Railway	—0·75
	—158·45

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.			Coaching vehicles. Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
												Passenger carriages.						
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.									1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.																		
5′ 6″ gauge . .	‡5,784	69	§144,859,507	2,116,352	2	12	13	1,155	93	9,188	69	9,928 *	25,214	45,200	67,556	676,433	3,742	1,089
3′ 3⅜″ gauge . .	2,746	(a)6	40,456,300	(b)41,600	3	220	7	623	17	720	29	7,924	10,993	14,762	12,653	379,338	1,464	599
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	284				7		6	192	..	..	...	‖904	1,218	1,431	2,025	‖26,981	98	36
Class II Railways.																		
3′ 3⅜″ gauge . .	254				‡ 5		..	..	..	..	..	815	1,307	2,289	1,126	31,661	209	70
2′ 6″ and 2′ 0″ gauges	152				5		(c)7	..	..	..	..	747	566	830	408	18,901	52	22
Class III Railways.																		
3′ 3⅜″ gauge . .	18				..		..	..	..	..	..	63	52	143	80	2,399	19	4
2′ 6″ and 2′ 0″ gauges	138				18		..	..	..	..	..	491	508	459	1,148	11,918	73	19

IX.—Summary of net addition

Classification.	Locomotives.				Rail motors.		Steam coaches.		†Electric motor coaches.		Coaching vehicles. Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers' carriages).
											Passenger carriages.					Other vehicles including brake vans.	
	Steam. No.	Electric No.	Total tractive effort in lbs.		No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	Seats.				No. (In units.)	No. (In units.)
			Steam.	Electric.								1st.	2nd.	Inter.	Third.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—76	..	—727,861	..	..	..	..	42	..	—60	*—75	—184	236	476	—14,909	—75	2
3′ 3⅜″ gauge . .	—25	..	71,133	..	—1	—16	..	..	..	..	*—57	—11	—123	—147	—616	28	20
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	—3				—4		3	78	..	..	1	37	14	—137	409	5	..
Class II Railways.																	
3′ 3⅜″ gauge . .	—2				2		..	..	..	..	—35	20	25	14	291	3	2
2′ 6″ and 2′ 0″ gauges	—6				..		4	..	..	..	..	—4	6	—54	—35	3	..
Class III Railways.																	
3′ 3⅜″ gauge . .	..				..		..	..	..	..	2	..	2	..	176	..	..
2′ 6″ and 2′ 0″ gauges	8				1		..	..	—1	..	13	12	48	—29	474	7	2
By gauges.																	
5′ 6″ gauge . .	—76	..	—727,861	..	..		..	42	..	—60	—75	—184	236	476	—14,909	—75	2
	Number.																
3′ 3⅜″ gauge . .	—27				1		..	..	..	..	—90	9	—96	—133	—149	31	22
2′ 6″ and 2′ 0″ gauges	—1				—3		7	78	—1	..	14	45	68	—220	848	15	2

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 17 and 19 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460Lbs. tractive effort of 1 Petrol Locomotive.

‖ Includes 11 carriages included under "other coaching vehicles" last year.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

actual stock running on 31st March 1933. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
93,861	1,909,816	37,085	787,447	5,891	117,088	12,628	4,148	104	5′ 6″ gauge.
47,689	608,412	3,002	46,119	5,112	66,326	6,409	4,002	8	3′ 3⅜″ gauge.
			Number.						
			3,497				144	..	2′ 6″ and 2′ 0″ gauges.
									Class II Railways.
			6,140				170	..	3′ 3⅜″ gauge.
			2,524				49	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			417				10	..	3′ 3⅜″ gauge.
			1,413				31	..	2′ 6″ and 2′ 0″ gauges.

to or reductions of Equipment during the year 1932-33. [*For details, see Statement 11, pages 90—91 and Statement 35, page 215.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
—411	854	—350	—5,891	—174	—172	..	5′ 6″ gauge.
—359	—810	—355	—3,053	—87	136	1	3′ 3⅜″ gauge.
		Number.					
		—50			..	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		29			5	..	3′ 3⅜″ gauge.
		—33			5	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		8			..	..	3′ 3⅜″ gauge.
		17			3	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
—411	854	—350	—5,	—174	—172	..	5′ 6″ gauge.
		Total Number.					
		—764			141	1	3′ 3⅜″ gauge.
		—66			8	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1931-32.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*571,7*	492,5	*27,9*	23,7	*10,4*	9,2
2nd class . . . . . ,,	*6,148,5*	5,501,4	*187,2*	183,9	*25,0*	27,4
Inter class . . . . . ,,	*12,377,4*	10,910,2	*201,7*	188,1	*134,4*	116,7
3rd class . . . . . ,,	*476,487,2*	474,941,6	*24,668,5*	25,348,6	*7,970,5*	7,201,8
TOTAL (*a*) . ,,	*495,584,8*	491,845,7	*25,085,3*	25,744,3	*8,140,3*	7,355,1
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*91,617*	80,959	*1,128*	[illegible]	*285*	232
2nd class . . . . . ,,	*347,600*	312,480	*7,999*	7,727	*641*	641
Inter class . . . . . ,,	*552,353*	512,171	*5,059*	4,925	*2,264*	1,725
3rd class . . . . . ,,	*16,348,404*	15,985,162	*568,452*	584,907	*131,016*	114,574
TOTAL . ,,	*17,339,974*	16,890,772	*582,638*	598,510	*134,206*	117,172
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*160·3*	164·4	*40·4*	40·1	*27·4*	25·2
2nd class . . . . . ,,	*56·5*	56·8	*42·7*	42·0	*25·6*	23·4
Inter class . . . . . ,,	*44·6*	46·9	*25·1*	26·2	*16·8*	14·8
3rd class . . . . . ,,	*34·3*	33·7	*23·1*	23·1	*16·4*	15·9
TOTAL . ,,	*35·0*	34·3	*23·2*	23·2	*16·5*	15·9
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*81,85*	76,70	*1,21*	1,02	*28*	23
2nd class . . . . . ,,	*1,48,76*	1,42,81	*4,24*	4,01	*71*	62
Inter class . . . . . ,,	*1,20,91*	1,13,20	*1,46*	1,43	*61*	51
3rd class . . . . . ,,	*26,35,73*	26,52,55	*1,13,42*	1,16,71	*26,26*	24,56
TOTAL . ,,	*29,87,25*	29,85,26	*1,20,33*	1,23,17	*27,86*	25,92
5. Average rate charged per passenger per mile (*in pies*)—						
1st class . . . . . Pies	*17·2*	18·2	*20·6*	20·6	*20·4*	19·0
2nd class . . . . . ,,	*8·22*	8·77	*10·2*	9·96	*21·5*	18·6
Inter class . . . . . ,,	*4·20*	4·24	*5·54*	5·57	*5·17*	5·68
3rd class . . . . . ,,	*3·10*	3·19	*3·86*	3·83	*3·85*	4·12
TOTAL . ,,	*3·31*	3·39	*3·96*	3·95	*3·99*	4·25
6. Tons of goods carried (in thousands) (*b*) .	*94,245*	89,584	*4,143*	3,954	*926*	881
7. Net ton-miles (in thousands) . . .	*18,106,542*	16,978,015	*215,945*	200,492	*24,278*	24,034
8. Average miles a ton of goods was carried .	*192*	190	*52·1*	50·7	*26·2*	27·3
9. Earnings from goods carried (in thousands of rupees).	*57,02,65*	55,30,36	*1,51,43*	1,41,21	*18,43*	17,28
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*6·05*	6·25	*13·5*	13·5	*14·6*	13·8

(*a*)
(*b*) } See remarks on page 13.

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1931-32 and 1932-33.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1931-32.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
420,1	356,2	*163,5*	147,5	*26,4*	21,7	*508,1*	428,9	1st class . . . No.
4,891,4	4,318,9	*1,374,2*	1,306,6	*95,1*	87,2	*5,937,5*	5,278,3	2nd class . . . ,,
10,952,9	9,568,6	*1,417,8*	1,336,0	*342,8*	310,4	*12,353,9*	10,871,1	Inter class. . . ,,
296,624,5	296,372,8	*188,954,7*	188,437,5	*23,547,0*	22,681,7	*487,036,9*	485,316,9	3rd class . . . ,,
312,888,9	310,616,5	*191,910,2*	191,227,6	*24,011,3*	23,101,0	*505,836,4*	501,895,2	TOTAL (*a*) . ,,
								2. Passenger miles (in thousands)—
76,071	67,161	*16,061*	14,290	*898*	691	*93,030*	82,142	1st class . . . Miles.
273,215	242,747	*79,766*	75,177	*3,259*	2,924	*356,240*	320,848	2nd class . . . ,,
488,946	452,889	*63,461*	59,649	*7,269*	6,283	*559,676*	518,821	Inter class. . . ,,
11,050,309	10,717,982	*5,565,453*	5,557,028	*432,110*	409,633	*17,047,872*	16,684,643	3rd class . . . ,,
11,888,541	11,480,779	*5,724,741*	5,706,144	*443,536*	419,531	*18,056,818*	17,606,454	TOTAL . .
								3. Average miles a passenger was carried—
181·1	188·5	*98·2*	96·9	*34·0*	31·9	*183·1*	191·5	1st class . . . Miles.
55·9	56·2	*58·0*	57·5	*34·3*	33·5	*60·0*	60·8	2nd class . . . ,,
44·7	47·3	*44·8*	44·6	*21·2*	20·2	*45·3*	47·7	Inter class . . . ,,
37·3	36·2	*29·5*	29·5	*18·4*	18·1	*35·0*	34·4	3rd class . . ,,
38·0	37·0	*29·8*	29·8	*18·5*	18·2	*35·7*	35·1	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
65,82	62,04	*16,04*	14,78	*1,48*	1,13	*83,34*	77,95	1st class . . . Rs.
1,12,48	1,08,15	*38,49*	36,90	*2,74*	2,39	*1,53,71*	1,47,44	2nd class . . . ,,
1,06,16	99,42	*14,69*	13,75	*2,13*	1,97	*1,22,98*	1,15,14	Inter class . . ,,
17,55,70	17,61,49	*9,27,60*	9,42,40	*92,11*	89,93	*27,75,41*	27,93,82	3rd class . . . ,,
20,40,16	20,31,10	*9,96,82*	10,07,83	*98,46*	95,42	*31,35,44*	31,34,35	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
16·6	17·7	*19·2*	19·9	*31·6*	31·3	*17·2*	18·2	1st class . . . Pies.
7·90	8·55	*9·26*	9·42	*16·1*	15·7	*8·28*	8·82	2nd class. . . ,,
4·17	4·21	*4·44*	4·43	*5·63*	6·02	*4·22*	4·26	Inter class . . ,,
3·05	3·16	*3·20*	3·26	*4·09*	4·22	*3·13*	3·21	3rd class . . ,,
3·29	3·40	*3·34*	3·39	*4·26*	4·37	*3·33*	3·42	TOTAL . ,,
69,698	66,299	*26,551*	25,108	*3,065*	3,012	*74,575*	70,601	6. Tons of goods carried (in thousands) (*b*).
14,762,034	13,880,540	*3,461,921*	3,197,117	*122,310*	124,884	*18,346,765*	17,202,541	7. Net ton-miles (in thousands).
212	209	*130·4*	127·3	*40·1*	41·5	*246·0*	243·7	8. Average miles a ton of goods was carried.
42,40,07	41,41,35	*15,31,14*	14,48,21	*1,01,30*	99,29	*58,72,51*	56,88,85	9. Earnings from goods carried (in thousands of rupees).
5·55	5·73	*8·49*	8·70	*15·8*	15·3	*6·15*	6·35	10 Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, ***by Classes and Gauges,*** *for the years 1931-32 and 1932-33.*

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1931-32*	*29,15,78*	*1·81*	*7,434*	*65,14,34*	*4·10*	*323*	*94,30,12*	*5·90*	*24,309*	*465*
	1932-33	29,59,35	1·83	7,593	63,66,79	3·93	312	93,26,14	5·76	23,875	458
Class II Railways	*1931-32*	*95,83*	*1·45*	*2,930*	*1,99,98*	*3·02*	*117*	*2,95,81*	*4·46*	*9,038*	*173*
	1932-33	96,97	1·46	2,936	1,92,02	2·89	111	2,88,99	4·36	8,744	167
Class III Railways	*1931-32*	*12,24*	*0·65*	*1,131*	*39,87*	*2·11*	*70*	*52,11*	*2·76*	*4,815*	*92*
	1932-33	12,30	0·66	1,070	37,05	2·00	62	49,35	2·66	4,291	82
					By gauges.						
5′ 6″ Gauge	*1931-32*	*20,03,34*	*1·93*	*9,384*	*48,37,09*	*4·68*	*435*	*68,40,43*	*6·62*	*32,142*	*615*
	1932-33	20,46,63	1·93	9,558	47,34,01	4·46	423	67,80,64	6·40	31,589	606
3′ 3¼″ Gauge	*1931-32*	*10,14,10*	*1·79*	*5,695*	*17,04,19*	*2·97*	*180*	*27,18,29*	*4·76*	*15,131*	*289*
	1932-33	10,08,39	1·82	5,608	16,61,44	2·98	176	26,69,83	4·80	14,781	284
2′ 6″ and 2′ 0″ Gauges	*1931-32*	*6,41*	*0·08*	*155*	*2,12,91*	*2·67*	*102*	*2,19,32*	*2·75*	*5,492*	*105*
	1932-33	13,60	0·18	348	2,00,41	2·61	95	2,14,01	2·78	5,267	101
					Total all railways.						
†Total	*1931-32*	*30,23,85*	*1·80*	*7,026*	*67,54,19*	*4·01*	*299*	*97,78,04*	*5·81*	*22,655*	*433*
	1932-33	30,68,62	1·87	7,065	65,95,86	4·01	291	96,64,48	5·88	22,202	426

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding heads" included in the latter.

[*For details, see Statement 17, pages 120—125 and Statement 37 pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1931-32 and 1932-33. (In thousands of miles.)

Particulars.	Year.	Train Miles. ‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting and other Engine Miles. Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	Total engine miles (Cols 6+9).
1	2	3	4	5	6	7	8	9	10
				By classes of railways.					
Class I Railways . . Steam	*1931-32*	*79,647*	*47,291*	*24,704*	*156,678*	*25,243*	*13,761*	*39,004*	*195,682*
	1932-33	78,223	44,166	26,217	152,959	24,638	12,329	36,967	189,926
Class I Railways . . †Electric	*1931-32*	*1,580*	*558*	*Nil*	*2,172*	*14*	*335*	*349*	*2,521*
	1932-33	1,592	530	Nil	2,173	48	340	388	2,561
Class II Railways . . Steam	*1931-32*	*1,534*	*887*	*4,078*	*6,626*	*1,202*	*122*	*1,324*	*7,950*
	1932-33	1,674	705	4,129	6,631	1,139	96	1,235	7,866
Class III Railways . . Steam	*1931-32*	*500*	*116*	*1,232*	*1,891*	*270*	*212*	*482*	*2,373*
	1932-33	471	109	1,228	1,854	204	251	455	2,309
				By gauges.					
5′ 6″ gauge . . Steam	*1931-32*	*57,155*	*34,184*	*6,952*	*100,964*	*17,041*	*10,339*	*27,380*	*128,344*
	1932 33	55,545	32,170	8,460	98,793	16,633	9,353	25,986	124,779
5′ 6″ gauge . . †Electric	*1931-32*	*1,580*	*558*	*Nil*	*2,172*	*14*	*335*	*349*	*2,521*
	1932-33	1,592	530	Nil	2,173	48	340	388	2,561
3′ 3½″ gauge . . . Steam	*1931-32*	*22,533*	*12,834*	*18,542*	*56,285*	*8,511*	*3,268*	*11,779*	*68,064*
	1932-33	22,996	11,713	18,498	54,948	8,270	2,882	11,152	66,100
2′ 6″ and 2′ 0″ gauges . . Steam	*1931-32*	*1,993*	*1,276*	*4,520*	*7,946*	*1,163*	*488*	*1,651*	*9,597*
	1932-33	1,827	1,097	4,616	7,703	1,078	441	1,519	9,222
				Total all railways.					
Total . . Steam	*1931-32*	*81,681*	*48,294*	*30,014*	*165,195*	*26,715*	*14,095*	*40,810*	*206,005*
	1932-33	80,368	44,980	31,574	161,444	25,981	12,676	38,657	200,101
Total . . †Electric	*1931-32*	*1,580*	*558*	*Nil*	*2,172*	*14*	*335*	*349*	*2,521*
	1932-33	1,592	530	Nil	2,173	48	340	388	2,561

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1933.

Particulars.			5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—(*In thousands*)			1,014,772	536,.75	37,604
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,105,985	436,146	19,514
2·02 Total (excluding brake vans)			1,612,633	597,446	28,350
2·03 Percentage loaded of total			68·6	73·0	68·8
3.* Net or freight ton miles (In thousands)		Steam	13,408,226	2,909,292	68,508
		Electric‡	246,626	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	24,136,062	6,937,175	314,851
		Electric‡	711,285	..	..
	Including departmental	Steam	24,269,450	7,016,934	315,747
		Electric‡	711,462	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	32,344,951	7,164,899	253,856
		Electric‡	595,973	..	..
	Including departmental	Steam	33,450,390	7,545,298	273,512
		Electric‡	609,033	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day			121	97	54
5·02 Wagon miles per wagon day			30·5	24·0	12·4
5·02 Net ton miles per wagon day			261	120	30
5·04 Average wagon load (Total traffic)			12·3	6·67	3·51
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	16·9	§	..
6·02 Branch lines			*Nil*	§	..
6·03 Total		Steam	§	§	..
		Electric‡	16·9	§	..
All Goods trains—					
6·04 Main lines		Steam	11·7	10·9	..
		Electric‡	13·5	..	..
6·05 Branch lines			10·8	10·6	..
6·06 Total		Steam	11·5	10·8	8·95
		Electric‡	13·5	..	..
7.* *Average train load*—					
Passenger—					
7·01 Number of vehicles		Steam	17	16	..
		Electric‡	17	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	396	229	..
		Electric‡	447	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	35	32	..
		Electric‡	44	..	..
7·04 Main lines—Total		Steam	51	44	..
		Electric‡	52	..	..
7·05 Percentage loaded of total		Steam	68·9	73·0	..
		Electric‡	83·6	..	..

* Excluding Departmental.

‡ Excluding Electric Multiple Unit Suburban trains.

§ Figures not available.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
**Average train load*—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		24	21	—
7·07 Branch lines—Total		37	30	—
7·08 Percentage loaded of total		65·5	71·5	—
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	380	160	44
	Electric‡	465	..	—
7·10 Gross weight (*including* weight of engine)	Steam	917	393	163
	Electric‡	1,117	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	803	332	112
	Electric‡	978	..	—
8.* *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·76	0·78	..
8·02 Goods and proportion of mixed		5·78	2·66	—
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·27	1·13	..
8·04 Goods and proportion of mixed		6·37	4·13	—
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·51	5·35	—
9·02 Goods and proportion of mixed		37·0	31·6	—
9·03 Wagon miles per shunting engine hour		609	519	—
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		216	172	—
10·02 Net* ton miles per engine hour (including departmental)		1,827	836	—
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,556	2,167	—
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,560	2,710	290
	Electric‡	65	..	—
11·02 Average total number on line	Steam	5,804	2,764	285
	Electric‡	65	..	..
11·03 Average number available for use	Steam	4,745	2,382	230
	Electric‡	59	..	—
11·04 Actual number in good repair stored in any one month.	Maximum No.	764	283	18
	Minimum No.	495	117	6
11·05 Engine miles per day per engine on line (including departmental).	Steam	60	60	46
	Electric‡	108	..	..
11·06 Net* ton miles per goods locomotive day on line (including departmental).	Steam	11,149	5,644	1,389
	Electric‡	**19,389	..	..
11·07 Net* ton miles per goods locomotive day in use	Steam	21,762	10,332	2,716
	Electric‡	**25,331	..	..

* Excluding departmental.

‡ Excluding Electric Multiple Unit Suburban trains.

**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		463,233	338,430	76,195
12·02 Passenger miles per route mile per annum		543,553	344,707	76,195
12·03 Net ton miles per running track mile per annum		560,060	195,316	32,896
12·04 Net ton miles per route mile per annum		657,169	198,939	32,896
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,382,194	940,567	263,656
12·06 Gross ton miles (including weight of engine) per route mile per annum.		2,795,243	958,013	263,656
12·07 Train miles per running track mile per day		11·2	8·88	4·87
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	258	125	17
	Electric‡	*Nil*	*Nil*	..
13·02 Percentage of item 13·01 to average number on line.	Steam	4·45	4·52	5·96
	Electric‡	*Nil*	*Nil*	..
In sheds and transportation workshops—				
13·03 Number	Steam	767	254	38
	Electric‡	6	*Nil*	..
13·04 Percentage of item 13·03 to average total No. on line	Steam	13·2	9·19	13·3
	Electric‡	9·23	*Nil*	..
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages		862	567	32
13·06 Other coaching vehicles		242	73	4
13·07 Percentage of item 13·05 to average total No. on line		8·92	7·37	3·59
13·08 Percentage of item 13·06 to average total No. on line		7·39	6·67	4·26
In sick lines and transportation Workshops—				
13·09 Passenger carriages		221	80	30
13·10 Other coaching vehicles		65	13	3
13·11 Percentage of item 13·09 to average total number on line		2·29	1·04	3·36
13·12 Percentage of item 13·10 to average total number on line		1·98	1·19	3·19
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		1,819	955	43
13·14 Percentage of item 13·13 to average No. on line		1·27	1·44	0·69
In sick lines and transportation Workshops—				
13·15 Number		16,654	986	197
13·16 Percentage of item 13·15 to average number on line		11·6	1·49	3·17
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		101	68	5
13·18 Wagons—Number. (Monthly)		1,819	348	8

‡ Excluding Electric Multiple Unit Suburban trains.

Particulars.	5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,150,407	1,212,496	115,231
14·03 Wood	4,373	14,633	190
14·04 Oil fuel	52,116	15	..
14·05 Total (in terms of coal)	4,246,911	1,218,376	115,307
Passenger and Mixed—			
14·06* Total net tons of coal consumed	1,865,424	730,475	72,843
Goods—			
14·07* Total net tons of coal consumed—Goods service	1,698,673	327,847	28,186
14·08* Total net tons of Shunting (including siding)	504,551	102,917	9,788
14·09 Total net tons of Departmental	146,793	46,174	166
14·10 Total tons of coal used on all locomotive Services (*a*)	4,246,911	1,218,376	115,307
14·11* Lbs. per engine mile (shunting including siding)	60·5	35·4	..
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·12* Passenger and proportion of mixed	163·7	186·1	386·9
14·13* Goods and proportion of mixed	124·4	148·7	415·8
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,646,933	2,270,853	299,939
15·02 Total pints (Goods trains)	3,388,731	827,824	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·28	5·84	6·33
15·04 Pints per 100 engine miles (Goods)	9·16	6·64	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,545,408	1,568,430	..
15·06 Pints per 1,000 vehicle miles	1·64	1·29	..

* Excluding Departmental.

(*a*) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of ***State-owned*** *Railways for the year 1932-33 and of the per*
Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1933.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	..	92	..
2. Eastern Bengal	51,61,71	76,30	1·48
3. East Indian (including South Bihar)	1,47,58,58	6,04,26	4·09
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,33,56	3,02,06	2·66
5. North Western (Military)	34,30,46	—62,63	—1·82
6. Great Indian Peninsula	1,17,17,50	2,89,65	2·47
7. Coal Department	99 78	..	..
8. Burma	35,05,52	75,13	2·15
9. TOTAL	5,00,07,11	12,85,69	2·57
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,58,50	42,01	1·80
11. Bengal-Nagpur	76,99,05	1,83,25	2·37
12. Bezwada Extension including D. K. extension (N. S.)	44,82	—5,55	12·39
13. Bombay, Baroda and Central India	73,74,51	4,26,67	5·78
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	86,07	6,44	7·48
15. Lucknow-Bareilly (R. & K.)	2,45,70	18,91	7·07
16. Madras and Southern Mahratta	53,14,31	2,95,40	5·56
17. South Indian	42,49,50		
18. Coonoor-Cotacamund (S. I.)	52,35		
19. Travancore (British Section) (S. I.)	54,53	2,39,89	5·34
20. Travancore (Indian State Section) (S. I.)	1,38,75		
21. Tirhoot (B. & N. W.)	9,90,26	82,76	8·36
22. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous	..	—3,09,92	..
23. TOTAL	2,86,08,35	9,90,96	3·46
Miscellaneous items.			
24. Abandoned Projects, etc.	32,26	..	..
25. Other miscellaneous items	2,98,43	..	..
26. Deduct—Interest during construction	..	..	..
27. TOTAL	3,30,69	..	..
28. ***Total Central***	7,89,46,15	22,76,65	2·88
Provincial.			
29. Assam (Jorhat)	13,22	..	..
30. United Provinces (Distillery siding)	1,39	..	..
31. ***Total Provincial***	14,61	..	..
32. ***Grand Total***	7,89,60,76	22,76,65	2·88

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to Revenue

entage of those figures on the Capital at Charge, on 31st March 1933 also of the net gain or loss to net Revenue Receipts. (*In thousands of rupees.*)

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9 × 100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	—14	—14	1,06	..	..	1. Aden.
..	2,03,84	2,03,84	..	1,27,54	—2·47	2. Eastern Bengal.
..	6,17,37	6,17,37	..	13,11	—0·09	3. East Indian (including South Bihar).
..	4,79,69	4,79,69	..	1,77,63	—1·57	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,46,55	1,46,55	..	2,09,18	—6·10	5. North Western (Military).
..	4,58,05	4,58,05	..	1,68,40	—1·44	6. Great Indian Peninsula.
..	5,26	5,26	..	5,26	—5·27	7. Coal Department.
..	1,50,58	1,50,58	..	75,45	—2·15	8. Burma.
..	20,61,20	20,61,20	..	7,75,51	—1·55	9. **Total.**
						State Lines worked by Companies or Indian States.
5	96,06	96,11	..	54,10	—2·29	10. Assam-Bengal.
...	3,54,56	3,54,56	..	1,71,31	—2·22	11. Bengal Nagpur
..	1,97	1,97	3,58	..	7·99	12. Bezwada Extension including D. K. extension (N. S.)
12,60	2,86,91	2,99,51	1,27,16	..	1·72	13. Bombay, Baroda and Central India.
..	3,73	3,73	2,71	..	3·15	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
1,17	9,51	10,68	8,23	..	3·35	15. Lucknow-Bareilly (R. & K.)
41,32	2,38,12	2,79,44	15,96	..	0·30	16. Madras and Southern Mahratta.
6,96	1,81,05	1,88,01				17. South Indian.
..	1,95	1,95				18. Coonoor-Ootacamund (S. I.)
17	68	85	47,96	..	1·07	19. Travancore (British Section) S. I.)
	1,12	1,12				20. Travancore (Indian State Section) (S. I.)
2,94	37,05	39,99	42,77	..	4·32	21. Tirhoot (B. & N. W.)
..	..	..	..	3,09,92	..	22. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
65,21	12,12,71	12,77,92	..	2,86,96	—1·00	23. Total.
						Miscellaneous items.
..	1,07	1,07	..	1,07	—3·31	24. Abandoned Projects, etc.
..	15,12	15,12	..	15,12	—5·07	25. Other miscellaneous items.
..	—42	—42	..	42	..	26. Deduct—Interest during construction.
..	16,61	16,61	..	16,61	—5·02	27. Total.
65,21	32,90,52	33,55,73	..	10,79,08	—1·37	28. ***Total Central.***
						Provincial.
..	49	49	..	49	—3·70	29. Assam (Jorhat).
..	8	8	..	8	—5·75	30. United Provinces (Distillery siding).
..	57	57	..	57	—3·91	31. ***Total Provincial.***
65,21	32,91,09	33,56,30	..	10,79,65	—1·37	32. ***Grand Total.***

against each individual railway are determined after taking into account the amount actually spent on replacements and renewals shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report

*The total loss (Central) for the year is:—

	Rs.
Loss as per column 9 above	10,79,08
Deduct—Miscellaneous Railway Receipts	81,32
Government share of surplus profits from subsidized Companies	21,48
Add—Miscellaneous Railway expenditure	46,65
Net Loss ..	10,22,93

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ 1s. 6d. to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(i) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,28,82	13,31	5,22	20	—8,14	10,59
East Indian (including South Bihar)	—1,32	49,58,45	52,50	9,32	45	—37,35	24,92
Great Indian Peninsula (including Bhopal State).	..	49,09,94	15,06	—43,85	—29	—43,27	—72,35
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,59,60	21,96	—49,90	79	—17,46	—44,61
North Western (Military)	..	..	5,63	—6,48	7	*—22,03	—22,81
Coal Department	..	..	—4	..	..	—35	—39
Burma	..	..	9,87	—8,69	—11	—6,19	—5,12
Total I (i)	—1,32	1,16,56,81	1,18,29	—94,38	1,11	—1,34,79	—1,09,77
(ii) New Constructions.							
Eastern Bengal	..	..	17,55	..	2,68	—3,82	16,41
East Indian	..	..	9,85	..	1,65	—1,59	9,91
Great Indian Peninsula	..	..	—1,84	60	10	..	—1,14
North Western (Commercial)	..	..	—3,61	..	1,14	6	—2,41
North Western (Military)	..	..	19	..	3	..	22
Burma	..	..	19,95	..	35	..	20,30
Total I (ii)	..	..	42,09	60	5,95	—5,35	43,29
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
†{Assam-Bengal—I	..	..	—2	..	..	..	—2
†{Assam-Bengal—II	..	..	6,83	4,85	..	—5,41	6,27
Bengal-Nagpur	..	..	13,69	3,40	4	—3,32	13,81
Bezwada Extension (N. S.)	..	..	24	..	..	..	24
Bombay, Baroda and Central India	..	19,74,25	24,12	6,37	1,32	—17,44	14,37
Total Companies' Lines (Open lines) Carried over	..	19,74,25	44,86	14,62	1,36	—26,17	34,67

* Includes (1) Campbellpur Reserve —1 and (2) Frontier Railway Reserve —1,31.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1933. (*In thousands of rupees.*)

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(*i*) Open Lines.
..	..	..	..	..	..	Aden.
29,16,66	12,30,11	1,36,71	64,45	43,47,93	48,76,75	Eastern Bengal.
50,10,29	35,54,43	1,24,86	2,27,10	89,16,68	1,38,75,13	East Indian (including South Bihar).
47,95,09	16,36,80	1,52,66	1,82,56	67,67,11	1,16,77,05	Great Indian Peninsula (including Bhopal State).
64,98,74	24,31,64	2,86,04	1,95,37	94,11,79	1,06,71,39	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,22,39	5,00,57	1,50,74	(*c*)1,00,62	33,74,32	33,74,32	North Western (Military).
98,60	..	..	1,18	99,78	99,78	Coal Department.
22,67,61	6,83,42	1,89,46	43,78	31,84,27	31,84,27	Burma.
2,42,09,38	1,00,36,97	10,40,47	8,15,06	3,61,01,88	4,77,58,69	Total I (*i*).
						(*ii*) New Constructions.
2,57,64	..	24,36	2,96	2,84,96	2,84,96	Eastern Bengal.
7,90,18	..	91,03	2,24	8,83,45	8,83,45	East Indian.
30,34	3,88	6,23	..	40,45	40,45	Great Indian Peninsula.
5,88,00	16,38	57,71	8	6,62,17	6,62,17	North-Western (Commercial).
51,85	..	4,29	..	56,14	56,14	North-Western (Military).
2,91,64	..	29,59	2	3,21,25	3,21,25	Burma.
20,09,65	20,26	2,13,21	5,30	22,48,42	22,48,42	Total I (*ii*).
						II.—State Lines worked by Companies or by Indian States.
						(*i*) Open Lines.
59,43	..	..	..	59,43	59,43	Assam Bengal—I. †1
14,14,20	4,73,44	1,45,14	22,07	20,54,85	20,54,85	Assam Bengal—II. †1
42,33,30	26,09,15	2,70,58	99,39	72,12,42	72,12,42	Bengal Nagpur.
16,78	..	1,17	..	17,95	17,95	Bezwada Extension (N. S.).
36,78,13	14,15,84	1,78,90	1,27,39	54,00,26	73,74,51	Bombay, Baroda and Central India
						Total Companies' Lines (Open Lines)
94,01,84	44,98,43	5,95,79	2,48,85	1,47,44,91	1,67,19,16	Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(*c*) Includes (1) Campbellpur Reserve 9,87 and (2) Frontier Railway Reserve 80,03.

(*In thousands of rupees.*) 2. (*a*)—*Statement of Capital at Charge of* ***State-owned*** *Railways*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ 1*s.* 6*d.* to the rupee.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	19,74,25	44,86	14,62	1,36	—26,17	34,67
Jodhpur	..	..	1, 8	..	..	57	1,75
Lucknow-Bareilly (R. & K.)	..	..	88	85	..	—1,40	33
Madras and Southern Mahratta (excluding Mysore State).	..	17,72,75	7,93	8,06	97	—11,22	5,74
Dhone-Kurnool. (N. S.)	..	..	14	..	..	3	17
South Indian	..	7,70,15	9,22	13,64	1,88	—5,98	18,76
Coonoor-Ootacamund (S. I.)	..	..	..	—13	..	..	—13
Travancore (British Section) (S. I.)	..	..	—7	11	—1	..	3
Travancore (Indian State Section) (S. I.).	..	..	3	13	..	..	16
Tirhoot (B. & N. W.)	..	..	4,14	1,96	..	—7,60	—1,50
Mashrak-Thawe Extension	..	..	27	..	..	..	27
Total II (*i*)	..	45,17,15	68,58	39,24	4,20	—51,77	60,25
II (*ii*)—*New Constructions.*							
†Assam Bengal I	..	..	3	..	..	..	3
†Assam Bengal II	..	..	1,44	..	11	—56	99
Bengal Nagpur	..	..	7,34	..	77	—13	7,98
Madras and Southern-Mahratta	..	..	—1,47	..	3	—61	—2,05
South Indian	..	..	7,54	..	1,21	—1,89	6,86
Tirhoot (Mashrak-Thawe Extension)	..	..	—10	29	1	—4	16
Total II (*ii*)	..	..	14,78	29	2,13	—3,23	13,97
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	—33	..	1	—28	—60
Total III	..	..	—33	..	1	—28	—60
Total Central I (*i*)—III	—1,32	1,61,73,96	2,43,41	—54,25	13,40	—1,95,42	7,14
IV.—Provincial.							
Assam (Jorhat)	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
Total IV.—Provincial	..	..	..	..	..	..	..
Grand Total I (*i*)—IV	—1,32	1,61,73,96	2,43,41	—54,25	13,40	—1,95,42	7,14

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1892.

on the 31st March 1933—concld. (*In thousands of rupees.*)

CAPITAL OUTLAY TO END OF FINANCIAL YEAR INCLUDING IN THE CASE OF PURCHASED RAILWAYS EXPENDITURE INCURRED SINCE PURCHASE.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
94,01,84	44,98,43	5,95,79	2,48,85	1,47,44,91	1,67,19,16	Total Companies' Lines (Open Lines)—Brought forward.
82,35	..	3,08	64	86,07	86,07	Jodhpur.
1,61,30	70,09	8,47	5,84	2,45,70	2,45,70	Lucknow-Bareilly (R. & K.).
21,77,74	9,61,64	1,24,31	68,49	33,32,18	51,04,93	Madras and Southern Mahratta (excluding Mysore State).
24,93	..	1,91	3	26,87	26,87	Dhone-Kurnool (N. S.).
17,27,01	7,79,17	1,04,51	70,75	26,81,44	34,51,59	South Indian.
30,19	19,10	3,06	..	52,35	52,35	Coonoor-Ootacamund (S. I.).
43,43	6,23	4,87	..	54,53	54,53	Travancore (British Section) (S. I.).
1,01,34	25,44	11,97	..	1,38,75	1,38,75	Travancore (Indian State Section)—(S. I.).
6,41,92	2,46,75	44,45	33,82	9,66,94	9,66,94	Tirhoot (B. & N. W.).
27	..	..	..	27	27	Mashrak-Thawe Extension.
1,43,92,32	66,06,85	9,02,42	4,28,42	2,23,30,01	2,68,47,16	TOTAL II (*i*).
						II (*ii*)—*New Constructions.*
37,65	..	..	..	37,65	37,65	Assam Bengal I. †
1,88,46	..	17,86	25	2,06,57	2,06,57	Assam Bengal II. †
4,36,49	..	50,14	..	4,86,63	4,86,63	Bengal Nagpur.
1,92,72	..	16,66	..	2,09,38	2,09,38	Madras and Southern Mahratta.
7,38,77	..	58,17	97	7,97,91	7,97,91	South Indian.
18,02	2,93	2,10	..	23,05	23,05	Tirhoot (Mashrak-Thawe Extension.)
16,12,11	2,93	1,44,93	1,22	17,61,19	17,61,19	TOTAL II (*ii*).
						III.—Miscellaneous Items.
32,26	..	..	..	(c) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(d) 55,04	..	2,98,43	2,98,43	Controller of Railway Accounts—Account Current.
2,75,65	..	55,04	..	3,30,69	3,30,69	TOTAL III.
4,24,99,11	1,66,67,01	23,56,07	12,50,00	6,27,72,19	7,89,46,15	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	TOTAL IV.—Provincial.
4,25,07,93	1,66,71,71	23,56,48	12,50,68	6,27,86,80	7,89,60,76	GRAND TOTAL I (*i*)—IV.

NOTE.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*c*) Distribution over minor heads is not available.

(*d*) Includes 54,77 on account of investment in share of Branch Line Companies.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
1. BRANCH LINE COMPANIES'						
OPEN LINES.						**(A) Worked by the Branch**
Ahmadpur-Katwa	2′ 6″	*Nil*	—4	*Nil*	*Nil*	—4
Bankura-Damodar River	,,	*Nil*	*Nil*	*Nil*	—12	—12
Burdwan-Katwa	,,	—1	2	*Nil*	—5	—4
Futwah-Islampur	,,	*Nil*	*Nil*	*Nil*	3	3
Kalighat-Falta	,,	*Nil*	*Nil*	*Nil*	—9	—9
TOTAL 1-(A)	..	—1	—2	*Nil*	—23	—26
OPEN LINES.						**(B) Worked by the**
Hardwar-Dehra (E. I.)	5′ 6″	—5	*Nil*	*Nil*	*Nil*	—5
Chaparmukh-Silghat (A. B.)	3′ 3¾″	9	*Nil*	*Nil*	*Nil*	9
Katakhal Lalabazar (A. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL 1-(B)	..	4	*Nil*	*Nil*	*Nil*	4
OPEN LINES.						**2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE**
Amritsar-Patti (N. W.)	5′ 6″	8	*Nil*	*Nil*	*Nil*	8
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Phagwara-Rahon (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mandra-Bhaun (N. W.)	,,	5	*Nil*	*Nil*	*Nil*	5
Sara-Sirajganj (E. B.)	,,	47	*Nil*	*Nil*	*Nil*	47
Sialkot-Narowal (N W.)	,,	73	*Nil*	6	*Nil*	79
Tapti Valley (B., B. & C. I.)	,,	3	*Nil*	*Nil*	*Nil*	3
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	76	*Nil*	*Nil*	*Nil*	76
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Khulna Bagerhat (E. B.)	,,	*Nil*	—1	*Nil*	*Nil*	—1
Larkana-Jacobabad (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Darjeeling-Himalayan Extensions	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (2)	..	2,14	—1	6	*Nil*	2,19

year 1932-33 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					OPEN LINES.
16,49	2,37	1,85	2	20,73	Ahmadpur-Katwa.
30,26	5,59	3,66	66	40,17	Bankura-Damodar River.
14,57	3,64	1,62	61	20 44	Burdwan-Katwa.
16,71	2,70	*Nil*	8	19,49	Futwah-Islampur.
15,07	6,98	1,62	55	24,22	Kalighat-Falta.
93,10	21,28	8,75	1,92	1,25,05	TOTAL 1-(A).
Main Line.					OPEN LINES.
30,17	*Nil*	4,41	*Nil*	34,58	Hardwar-Dehra (E. I.).
32,68	*Nil*	1,72	*Nil*	34,40	Chaparmukh-Silghat (A. B.).
15,73	*Nil*	1,39	*Nil*	17,12*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
80,59	1,17	7,71	*Nil*	89,47	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
34,27	*Nil*	2,04	*Nil*	36,31	Amritsar-Patti (N. W.).
					Hoshiarpur-Doab (N. W.)—
33,48	*Nil*	2,77	*Nil*	36,25	Jullundur-Mukerian (N. W.).
26,16	*Nil*	2,40	*Nil*	28,56	Phagwara-Rahon (N. W.).
23,22	*Nil*	3,13	*Nil*	26,35	Mandra-Bhaun (N. W.).
90,03	*Nil*	5,82	*Nil*	95,85	Sara-Sirajganj (E. B.).
28,06	*Nil*	2,47	*Nil*	30,53	Sialkot-Narowal (N. W.).
1,25,99	*Nil*	10,68	*Nil*	1,36,67	Tapti Valley (B., B. & C. I.).
34,03	3	4,00	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C. I.).
11,26	6,38	3,43	*Nil*	21,07	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,57	18,20	15,10	*Nil*	92,87	Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).
8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
17,44	5,29	1,67	*Nil*	24,40	Jacobabad-Kashmor (N. W.).
6,72	1,28	79	*Nil*	8,79	Khulna-Bagerhat (E. B.).
20,16	6,73	3,56	*Nil*	30,45	Larkana-Jacobabad (N. W.).
24,12	58	*Nil*	*Nil*	24,70	Mayurbhanj (B. N.).
8,84	4,73	2,72	*Nil*	16,29	Nadiad Kapadvanj (B., B. & C. I.).
12,02	2,02	3,77	*Nil*	17,81	Pachora-Jamner (G. I. P.).
41,58	6,70	9,54	*Nil*	57,82	Darjeeling-Himalayan Extensions.
6,14,30	56,08	79,16	*Nil*	7,49,54	TOTAL (2).

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2. (b)—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
Open Lines.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar and Dwarka	3′ 3⅜″	6	*Nil*	*Nil*	*Nil*	6
Mymensingh-Bhairab Bazar (A. B.)	,,	39	*Nil*	*Nil*	*Nil*	39
Total (3)	..	45	*Nil*	*Nil*	*Nil*	45
4. COMPANIES' LINES SUBSIDIZED BY THE						
Open Lines.						
Bengal and North-Western	3′ 3⅜″	4,13	49	1	—39	4,24
Bengal Dooars Extensions*	,,	51	2	*Nil*	—1,60	—1,07
Mirpur Khas-Khadro* (Jodhpur)	,,	3	*Nil*	*Nil*	*Nil*	3
Rohilkund and Kumaon	,,	30	—4	—1	*Nil*	25
Barsi Light*	2′ 6″	1,15	*Nil*	11	—23	1,03
Dehri-Rohtas Light	,,	*Nil*	*Nil*	*Nil*	—9	—9
Shahdara (Delhi)-Saharanpur Light*	,,	6	*Nil*	*Nil*	—7	—1
Matheran Light*	2′ 0″	*Nil*	*Nil*	*Nil.*	*Nil*	*Nil*
Total (4)	..	6,18	47	11	—2,38	4,38
5. COMPANIES' LINES SUBSIDIZED						
Open Lines.						
Dibru-Sadiya	3′ 3⅜″	16	—1,06	*Nil*	*Nil*	—90
Darjeeling-Himalayan	2′ 0″	1	*Nil*	*Nil*	—73	—72
Total (5)	..	17	—1,06	*Nil*	—73	—1,62
6. UNASSISTED						
Open Lines.						
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	2	2
Jessore Jhenidah§	,,	..	..	..	..	..
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light.	,,	18	1	*Nil*	*Nil*	19
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (6)	..	18	1	*Nil*	2	21

* Receives land only from Government.

§ The line having been closed from 1st April 1933, no figures available.

year 1932-33 of ***other than State-owned*** *Railways*—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
60,79	3,04	2,56	2,00	68,39	Jamnagar and Dwarka*
1,16,08	*Nil*	7,00	*Nil*	1,23,08	Mymensingh-Bhairab Bazar (A. B.).
1,76,87	3,04	9,56	2,00	1,91,47	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,25,29‡	2,61,13	82,32	6,09	11,74,83	Bengal and North-Western.
93,22	16,07	7,81	4,53	1,21,63	Bengal Dooars Extensions*.
8,03	*Nil*	58	*Nil*	8,61	Mirpur Khas-Khadro* (Jodhpur).
1,33,23	52,81	11,98	*Nil*	1,98,02	Rohilkund and Kumaon.
1,27,27	49,15	7,93	2,66	1,87,01	Barsi Light*.
7,59	3,85	41	63	12,48	Dehri-Rohtas Light.
35,38	13,75	*Nil*	81	49,94	Shahdara (Delhi)-Saharanpur Light*.
11,95	25	*Nil*	*Nil*	12,20†	Matheran Light*.
12,41,96	3,97,01	1,11,03	14,72	17,64,72	TOTAL (4).
					OPEN LINES.
BY LOCAL GOVERNMENTS.					
73,40	59,88	18,18	1,50	1,52,96	Dibru-Sadiya.
32,54	12,50	2,78	2,37	50,19	Darjeeling-Himalayan.
1,05,94	72,38	20,96	3,87	2,03,15	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	27	11,84	Bengal Provincial.
..	..	..	..	..	Jessore Jhenidah.
62	44	12	*Nil*	1,18	Jagadhri Light.
3,38	2,00	3	*Nil*	5,41	Kulasekarapatnam Light.
39	68	9	*Nil*	1,16	Trivellore Light.
30,13	5,88	25	27	36,53	TOTAL (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						7. DISTRICT
OPEN LINES.						
Tenali-Repalle (M. & S. M.)	5′ 6″	3	*Nil*	*Nil*	*Nil*	3
Bezwada-Masulipatam (M. & S. M.)	3′ 3½″	2	*Nil*	*Nil*	*Nil*	2
Podanur-Pollachi (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Tinnevelly-Tiruchendur (S. I.)	,,	16	*Nil*	*Nil*	*Nil*	16
TOTAL (7)	..	21	*Nil*	*Nil*	*Nil*	21
						8. COMPANIES' LINES SUBSIDIZED BY
OPEN LINES.						
Bengal Dooars	3′ 3½″	35	2	—99	*Nil*	—62
Arrah-Sasaram Light	2′ 6″	*Nil*	*Nil*	*Nil*	11	11
Baraset-Basirhat Light	,,	9	*Nil*	*Nil*	3	12
Bukhtiarpur-Bihar Light	,,	1	*Nil*	*Nil*	—1	*Nil*
Tezpur-Balipara Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Howrah-Amta Light	2′ 0″	11	*Nil*	*Nil*	—83	—72
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	—19	—19
TOTAL (8)	..	56	2	—99	—89	—1,30

*1932-33 of **other than State-owned** Railways (In thousands of rupees)*—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,82	*Nil*	1,14	*Nil*	15,96	Tenali-Repalle (M. & S. M.).
22,64	*Nil*	1,59	*Nil*	24,23	Bezwada-Masulipatam (M. & S. M.)
9,53	7,03	1,28	*Nil*	17,84	Podanur-Pollachi (S. I.).
24,81	*Nil*	2,23	*Nil*	27,04	Tinnevelly-Tiruchendur (S. I.).
71,80	7,03	6,24	*Nil*	85,07	TOTAL (7
DISTRICT BOARDS.					OPEN LINES.
31,03	7,34	2,54	*Nil*	40,91	Bengal Dooars.
18,66	6,35	*Nil*	19	25,20	Arrah-Sasaram Light.
19,18	6,30	*Nil*	18	25,66	Baraset-Basirhat Light.
10,55	4,45	*Nil*	26	15,26	Bukhtiarpur-Bihar Light.
3,20	1,60	7	*Nil*	4,87	Tezpur-Balipara Light.
18,12	11,95	*Nil*	1,06	31,13	Howrah-Amta Light.
4,99	3,01	*Nil*	36	8,36	Howrah Sheakhala Light.
1,05,73	41,00	2,61	2,05	1,51,39	TOTAL (8

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) Open Lines.						
Nizam's State †	5′ 6″	†54,77	6,34	1,46	—7,49	55,08
Bhavnagar State	3′ 3¼″	1,35	2,41	*Nil*	1,04	4,80
Bikaner State	,,	2,33	51	11	—1,28	1,67
Gondal	,,	1,41	74	*Nil*	—47	1,68
Jetalsar-Rajkot (Gondal)	,,	76	*Nil*	*Nil*	—76	*Nil*
Jodhpur	,,	1,28	27	..	—63	92
Junagad State	,,	7,56	—21	18	—2,26	5,27
Khijadiya-Dhari (Gondal)	,,	*Nil*	*Nil*	*Nil*	3	3
Morvi	,,	35	26	*Nil*	—32	29
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Ragihosahalli Sections).	,,	97	1,30	1	18	2,46
Porbandar State	,,	6	*Nil*	9	—13	2
Udaipur-Chitorgarh	,,	34	*Nil*	*Nil*	—16	18
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Cutch State	,,	25	15	3	*Nil*	43
Dholpur State*	,,	—5	*Nil*	*Nil*	*Nil*	—5
Gaekwar's Baroda State	,,	1,96	42	82	—1,16	2,04
Kolar District	,,	2	1	*Nil*	*Nil*	3
Gwalior Light	2′ 0″	33	36	3	*Nil*	72
Tarikere-Narasimharajapura Light (Mysore)	,,	6	1	*Nil*	*Nil*	7
Total (*a*)	..	73,75	12,57	2,73	—13,41	75,64
(*b*) Lines under construction.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3¼″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Attibelu to Anandapuram (Mysore)	,,	92	*Nil*	21	1	1,14
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	4	*Nil*	*Nil*	*Nil*	4
Prachi Road to Una extension (Junagad State)	,,	8	*Nil*	1	*Nil*	9
Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chitorgarh Rly.).	,,	..	..	..	..	..
Dholpur to Rajakhera (Dholpur State)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (*b*)	..	1,04	*Nil*	22	1	1,27
Total (9) [=*a*+*b*]	..	74,79	12,57	2,95	—13,40	76,91

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari—Baraili Section.

† Includes figures for Metre Gauge.

1932-33 of ***other than State-owned*** *Railways* (*In thousands of rupees*)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,22,39	2,75,93	82,13	40,67	§14,21,12	Nizam's State.†
1,56,60	54,55	7,51	3,61	2,22,27	Bhavnagar State.
2,61,34	91,01	5,64	5,59	3,63,58	Bikaner State.
65,84	33,26	2,48	4,30	1,05,88	Gondal.
25,83	*Nil*	90	12	26,85	Jetalsar-Rajkot (Gondal).
2,19,89	1,63,69	1,33	11,88	3,97,29	Jodhpur.
88,56	24,87	3,23	6,38	1,23,04	Junagad State.
18,54	*Nil*	1,65	5	20,24	Khijadiva-Dhari (Gondal).
48,38	30,25	1,76	2,05	82,44	Morvi.
2,16,33	77,10	19,32	5,76	3,18,51	Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar and Shimoga-Ragihosahalli Sections).
14,60	11,27	92	1,48	28,27	Porbandar State.
18,84	8,62	1,12	58	29,16	Udaipur-Chitorgarh.
9,36	*Nil*	1,19	*Nil*	10,55	Bodel-Chhota Udaipur (Gaekwar's Baroda State).
14,39	2,91	2,08	*Nil*	19,33	Cutch State.
11,45	4,35	51	*Nil*	16,31	Dholpur State.*
2,23,02	52,40	20,93	6,53	3,02,88	Gaekwar's Baroda State.
14,44	10,79	1,50	17	26,90	Kolar District.
1,00,87	15,08	5,68	*Nil*	1,21,63	Gwalior Light.
9,14	2,77	76	—2	12,65	Tarikere-Narasimharaipura Light (Mysore).
25,39,81	8,58,85	1,61,09	89,15	$36,48,90	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
1,38	*Nil*	34	1	1,73	Arasalu to Anandapuram (Mysore).
49,76	*Nil*	1,55	*Nil*	51,31	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
3,25	*Nil*	51	*Nil*	3,76	Prachi Road Una extension (Junagad State).
‡44,91	..	..	..	44,91	Mauli Kankroli and Kankroli-Kambli Rlys. (Udaipur-Chittorgarh Rly.).
96	*Nil*	7	*Nil*	1,03	Dholpur to Rajakhera (Dholpur State).
1,00,97	*Nil*	2,47	1	1,03,45	TOTAL (*b*).
26,40,78	8,58,85	1,63,56	89,16	$37,52,35	TOTAL (9)[=*a* + *b*].

§ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

‡ The total figure; details not being available.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bhopal Itarsi* (G. I. P.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	31	*Nil*	*Nil*	*Nil*	31
Bina-Goona-Baran (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jammu and Kashmir (Indian State section) (N.W.)	,,	3	*Nil*	*Nil*	*Nil*	3
Jind-Panipat (Indian State section) (N. W.)	,,	—3	*Nil*	*Nil*	*Nil*	—3
Khanpur-Chachran (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bahawalnagar Baghdad (N. W.)	,,	96	*Nil*	32	*Nil*	1,28
Ludhiana-Dhuri-Jakhal (N. W.)	,,	8	*Nil*	*Nil*	*Nil*	8
Nagda-Ujjain (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	—1	*Nil*	*Nil*	*Nil*	—1
Rajpura-Bhatinda (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Sirhind Rupar (N. W.) ‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	30	2,26	*Nil*	—2,37	19
Cooch Behar State (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhrangadra (B. B. & C. I.)	,,	8	*Nil*	1	*Nil*	9
Gaekwar's Mehsana (B. B. & C. I.)	,,	—21	*Nil*	—4	*Nil*	—25
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	—72	—72
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar and Dwarka)	,,	55	1	*Nil*	—1	55
Palanpur Deesa † (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	33	*Nil*	1	*Nil*	34
Jamnagar (Jamnagar and Dwarka)	,,	25	22	*Nil*	—91	—44
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Shoranur-Cochin (S. I.)	,,	15,44	—16	1,13	—3	16,38
Parlakimedi Light (B. N.)	2′ 6″	72	13	—1	*Nil*	84
Piplod Devgad Baria (B. B. & C. I.)	,,	2	53	1	*Nil*	56
Rajpipla State (B. B. & C. I.)	,,	*Nil*	10	*Nil*	*Nil*	10
Total (a)	..	18,84	3,09	1,43	—4,04	19,32
(b) Lines under construction.						
Wagrod to Khareda (R. B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (10) [=a + b]	..	18,84	3,09	1,43	—4,04	19,32

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† This line is owned jointly by the Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Darbar.

1932-33 of ***other than State-owned*** *Railways (In thousands of rupees)*—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Itarsi* (G. I. P.).
75,07	*Nil*	6,96	*Nil*	82,03	Bhopal Ujjain (G. I. P.).
93,67	18	8,24	*Nil*	1,02,09	Bina-Goona-Baran (G. I. P.).
10,70	*Nil*	60	*Nil*	11,30	Jammu and Kashmir (Indian State section) (N. W.).
15,94	*Nil*	1,73	*Nil*	17,67	Jind-Panipat (Indian State section) (N. W.).
13,46	*Nil*	88	*Nil*	14,34	Khanpur-Chachran (N. W.).
83,61	*Nil*	9,95	*Nil*	93,56	Bahawalnagar Baghdad (N. W.).
46,81	*Nil*	2,29	*Nil*	49,10	Ludhiana-Dhuri-Jakhal (N. W.).
20,99	*Nil*	1,72	*Nil*	22,71	Nagda-Ujjain (B. B. & C. I.)
13,55	*Nil*	81	10	14,46	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,01	*Nil*	32	*Nil*	9,33	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
76,69	*Nil*	2,69	*Nil*	79,38	Rajpura-Bhatinda (N. W.).
29,47	*Nil*	2,08	*Nil*	31,55	Sirhind Rupar (N. W.).‡
1,17,09	51,00	5,52	2,60	1,76,21	Bangalore-Harihar (M. & S. M.).
19,78	1,03	94	*Nil*	21,75	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
1,11,88	65	9,29	*Nil*	1,21,82	Gaekwar's Mehsana (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,67	14,21	2,04	1,02	42,94	Okhamandal (Jamnagar and Dwarka).
1,85	*Nil*	*Nil*	*Nil*	1,85	Palanpur-Deesa† (B. B. & C. I.).
44,03	5,76	4,26	*Nil*	§54,05	Quilon-Trivandrum Extension (Travancore Ry.), (S. I.).
30,04	16,80	95	2,03	49,82	Jamnagar (Jamnagar and Dwarka).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
90,72	18,90	5,82	45	1,15,89	Shoranur-Cochin (S. I.).
18,18	5,03	2,16	*Nil*	25,37	Parlakimedi Light (B. N.).
5,55	3,29	62	*Nil*	9,46	Piplod Devgad Baria (B. B. & C. I.).
14,61	3,01	1,19	*Nil*	18,81	Rajpipla State (B. B. & C. I.).
11,54,55	1,19,90	77,87	6,50	13,58,82	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
2	*Nil*	*Nil*	*Nil*	2	Wagrod to Khareda (B. B. & C. I.).
2	*Nil*	*Nil*	*Nil*	2	TOTAL (*b*).
11,54,57	1,19,90	77,87	6,50	13,58,84	TOTAL (10) [=*a*+*b*].

§ Excludes the capital outlay on Chakai-Thambanur extension opened for traffic on 4th November 1931.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	CAPITAL OUTLAY DURING THE YEAR.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
OPEN LINES.						
Bangalore-Chick Ballapur Light (Mysore) .	2′ 6″	—1	*Nil*	—1	*Nil*	—2
TOTAL (11) . .	..	—1	*Nil*	—1	*Nil*	—2
12. LINES IN FOREIGN TERRITORY WORKED						
OPEN LINES.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	1	*Nil*	—1	*Nil*	*Nil*
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.) . .	,,	‡3,45	..	..	..	3,45
TOTAL (12) .	..	3,46	*Nil*	—1	*Nil*	3,45
13. TOTAL (1) to (12). .	..	1,07,00	15,07	3,54	—21,65	1,03,96
14. Miscellaneous . .	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total . .	..	1,07,00	15,07	3,54	—21,65	1,03,96

‡ Represents total figure, the details being not available.

1932-33 of other than State-owned Railways (In thousands of rupees)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,42	5,60	1,76	*Nil*	15,78	Bangalore-Chick Ballapur Light. (Mysore).
8,42	5,60	1,76	*Nil*	15,78	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,12	*Nil*	1,14	*Nil*	7,26	Peralam Karaikkal (S. I.).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.)
‡2,19,13	..	..	..	2,19,13	West of India Portuguese (M. & S. M.).
2,30,62	*Nil*	1,50	*Nil*	2,32,12	TOTAL (12).
65,54,81	15,89,22	4,90,96	1,20,49	87,55,48	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	14. **Miscellaneous.**
65,63,04	15,89,22	4,91,60	1,20,49	87,64,35	15. **Grand Total.**

	Rs.
*Made up of outlay by Forest Department on the Alnavar-Dandeli Railway	8,87

‡ Represents the total figure, details being not available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts. For the system. Earnings.	Gross Revenue Receipts. For the system. Sus-pense.	Gross Revenue Receipts. For the system. Total (Cols. 2 and 3).	Gross Revenue Receipts. Deduct. Re-funds on Budget lines.	Gross Revenue Receipts. Deduct. Total Non-Budget Lines including refunds.	Gross receipts of Budget lines (Cols. 4—5—6).	Working For the. Ordinary Working Ex-penses.	Working For the. Renewals and Replace-ments.	Working For the. Appro-priation to Depre-ciation Reserve Fund.
I	2	3	4	5	6	7	8	9	10
State Lines worked by the State.									
Aden	..	..	..	..	..	..	—92	..	..
East Indian	17,64,84	—1,33	17,63,51	14	7,36	17,56,01	9,16,98	96,05	2,35,38
Eastern Bengal	5,08,87	1,02	5,09,89	49	11,29	4,98,11	3,29,99	39,31	97,68
North Western	14,70,72	1,59	14,72,31	2,28	55,40	14,14,63	9,12,87	1,83,14	2,92,37
Great Indian Peninsula	12,49,83	—1,44	12,48,39	2,44	37,46	12,08,49	7,44,10	79,13	1,97,94
Burma	3,47,91	1,62	3,49,53	48	..	3,49,05	2,19,46	46,58	53,44
Total	53,42,17	1,46	53,43,63	5,83	1,11,51	52,26,29	31,22,48	4,44,21	8,76,81
State Lines worked by Companies or by Indian States.									
Assam-Bengal	1,69,46	—80	1,68,66	27	11,01	1,57,38	1,09,43	11,78	..
Bengal-Nagpur	7,01,02	3,20	7,04,22	1,23	..	7,02,99	4,88,81	30,45	..
Bezwada Extension and Dhone Kurnool	12,27	..	12,27	..	..	12,27	6,46	26	..
Bombay, Baroda and Central India	11,10,74	—4,88	11,05,86	1,96	80,95	10,22,95	5,85,25	52,23	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	23,52	2,17	25,69	4	1,07	24,58	15,40	3,24	..
Lucknow-Bareilly (R. & K.)	63,94	—5	63,89	7	28,17	35,65	28,56	1,57	..
Madras and Southern Mahratta (excluding Mysore State).	7,42,05	1,31	7,43,36	86	70,57	6,71,93	3,64,96	55,07	..
South Indian (including Travancore)	5,60,95	91	5,61,86	66	1,24	5,59,96	2,83,20	35,64	..
Tirhoot (B. & N. W.)	3,29,68	60	3,30,28	15	1,81,85	1,48,28	1,41,33	6,48	..
Contribution to Depreciation Reserve Fund on account of Company-worked Lines and Miscellaneous.	..	..	..	..	..	..	6,23	—6,23	5,00,41
Total	37,13,63	2,46	37,16,09	5,24	3,74,86	33,35,99	20,29,63	1,90,49	5,00,41
Grand Total	90,55,80	3,92	90,59,72	11,07	4,86,37	85,62,28*	51,52,11	6,34,70	13,77,22

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 7 above	85,62,28
Add—Miscellaneous Railway Receipts	81,32
Government share of surplus profits from the subsidized companies	21,48
Total Receipts	86,65,08

Revenue Receipts of ***State-owned*** *Railways for the year 1932-33.*

(*In thousands of rupees.*)

EXPENSES.							
system.		DEDUCT.		Net Working Expenses, of Budget lines (Cols. 12—13—14).	Net Revenue Receipts of Budget lines (Cols. 7—15).	Percentage of Ordinary Working Expenses on Earnings for budget lines only. $\frac{(\text{Cols. } 8\text{-}14)\times 100}{\text{Cols. } 2—5—6.}$	Class and Name of Railway.
Suspense.	Total. (Cols. 8 to 11).	Expenditure met from Depreciation Reserve Fund for the system.	Total Non-budget Lines.				
11	12	13	14	15	16	17	18
							STATE LINES WORKED BY THE STATE.
..	—92	..	..	—92	(*a*)92	..	Aden.
3,07	12,51,48	96,05	3,68	11,51,75	6,04,26	51·97	East Indian.
—47	4,66,51	39,31	5,39	4,21,31	76,30	65·30	Eastern Bengal.
—1,47	13,86,91	1,83,14	28,57	11,75,20	(*b*)2,39,43	62·58	North Western.
—1,92	10,19,25	79,13	21,28	9,18,84	2,89,65	59·75	Great Indian Peninsula.
1,02	3,20,50	46,58	..	2,73,92	75,13	63·16	Burma.
23	44,43,73	4,44,21	58,92	39,40,60	12,85,69	58·66	Total.
							STATE LINES WORKED BY COMPANIES OR BY INDIAN STATES.
—34	1,20,87	..	5,50	1,15,37	42,01	65·70	Assam-Bengal.
2,71	5,21,97	..	2,23	5,19,74	1,83,25	69·53	Bengal-Nagpur.
..	6,72	..	..	6,72	5,55	52·64	Bezwada Extension and Dhone-Kurnool.
4,51	6,41,99	..	45,71	5,96,28	4,26,67	52·49	Bombay, Baroda and Central India.
—7	18,57	..	43	18,14	6,44	66·80	Jodhpur-Hyderabad (British Section) (Jodhpur).
—18	29,95	..	13,21	16,74	18,91	43·00	Lucknow-Bareilly (R. & K.).
—2,34	4,17,69	..	41,16	3,76,53	2,95,40	48·28	Madras and Southern Mahratta (excluding Mysore State).
1,16	3,20,00	..	—7	2,20,07	2,39,89	50·67	South Indian (including Travancore
—11	1,47,70	..	82,18	65,52	82,76	40·05	Tirhoot (B. & N. W.).
..	5,00,41	1,90,49	..	3,09,92	—3,09,92	..	Contribution to Depreciation Reserve Fund on account of Company-worked Lines and miscellaneous.
5,34	27,25,87	1,90,49	1,90,35	23,45,03	9,90,96	54·17	TOTAL.
5,57	71,69,60	6,34,70	2,49,27	*62,85,63	22,76,65	57·29	GRAND TOTAL.

	Receipts.	Working expenses.	Net Receipts.
(*a*) Aden Railway, Commercial	..	—92	92
Aden Railway, Military	..	..	..
Total	..	—92	92
(*b*) N. W. Railway, Commercial	12,87,22	9,85,16	3,02,06
N. W. Railway, Military	1,27,41	1,90,04	—62,63
Total	14,14,63	11,75,20	2,39,43

*The total Expenditure on Railways for the year is :—	Rs.
Working expenses as per column 15 above	62,85,63
Add :—Miscellaneous Railway Expenditure	46,65
Surplus profits paid to companies	65,21
Interest charges as per Statement 4	32,90,52
Total Expenditure	96,88,01

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1932-33.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	—14	..	—14
2. Eastern Bengal	125,871	..	..	..	125,871	16,73	1,87,11	..	2,03,84
3. East Indian (including South Bihar).	2,077,012	..	..	..	2,077,012	2,76,12	3,41,21	4	6,17,37
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,148	..	..	..	367,148	48,75	4,30,94	..	4,79,69
5. North Western (Military)	..	..	..	..	..	..	1,46,55	..	1,46,55
6. Burma	37,500	..	..	..	37,500	4,99	1,45,59	..	1,50,58
7. Great Indian Peninsula	983,547	..	..	..	983,547	1,30,59	3,27,46	..	4,58,05
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	5,26	..	5,26
9. Total	3,591,078	..	..	..	3,591,078	4,77,18	15,83,98	4	20,61,20
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	40,854	85,854	85,854	11,45	84,61	..	96,06
11. Bengal-Nagpur	..	105,000	196,901	301,901	301,901	40,25	3,14,31	..	3,54,56
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,97	..	1,97
13. Bombay, Baroda and Central India.	385,084	60,000	34,999	94,999	480,083	64,82	2,14,59	7,50	2,86,91
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,73	..	3,73
15. Lucknow-Bareilly (R. & K.)	..	..	(a)25,199	25,199	25,199	2,98	6,53	..	9,51
16. Madras and Southern Mahratta	362,194	175,000	110,050	285,050	647,244	86,30	1,51,82	..	2,38,12
17. South Indian	146,635	35,000	116,422	151,422	298,057	39,74	1,41,31	..	1,81,05
18. Coonoor-Ootacamund (S. I.)	..	..	..	..	..	..	1,95	..	1,95
19. Travancore (British Section) (S. I.).	..	..	..	..	..	..	68	..	68
20. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,12	..	1,12
21. Tirhoot (B. & N. W.)	..	..	58,300	58,300	58,300	7,77	29,28	..	37,05
22. Total	893,913	420,000	582,725	1,002,725	1,896,638	2,53,31	9,51,90	7,50	12,12,71
Miscellaneous Items									
23. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	1,07
24. Other miscellaneous items.	..	..	..	..	..	(b)—91	16,03	..	15,12
Deduct :—									
25. Interest during construction charged to Capital of the Bengal Nagpur, Bombay, Baroda and Central India and South Indian Railways.	..	..	..	..	..	..	—46	..	—46
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
26. Total	..	..	..	..	..	—91	17,52	..	16,61
27. **Total Central**	4,484,991	420,000	582,725	1,002,725	5,487,716	7,29,58	25,53,40	7,54	32,90,52
Provincial Railways.									
28. Assam (Jorhat)	..	..	..	..	..	..	49	..	49
29. United Provinces (Distillery Siding).	..	..	..	..	..	..	8	..	8
30. Total Provincial	..	..	..	..	..	..	57	..	57
31. **Grand Total**	4,484,991	420,000	582,725	1,002,725	5,487,716	7,29,58	25,53,97	7,54	32,91,09

(a) Represents interest on the State share of joint debenture stock.
(b) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.*

(*In thousands of rupees.*)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1931-32*	*(a)25,25,36*	***1,90,25*	*1,22,23*	*68,02*	*64·24*	*2·69*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1932-33	(a)25,33,10	††1,69,18	1,21,21	47,97	71·65	1·89	
Bengal and North-Western	3′ 3⅜″	*1931-32*	*21,61,93*	*3,15,10*	*1,46,03*	*1,69,07*	*46·34*	*7·82*	
		1932-33	21,65,09	3,29,21	1,47,53	1,81,68	44·81	8·39	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1931-32*	*77,26,48*	*7,26,30*	*6,13,46*	*1,12,84*	*84·46*	*1·46*	
		1932-33	77,49,12	7,04,25	5,20,10	1,84,15	73·85	2·38	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*(b)78,43,41*	*11,02,62*	*6,61,75*	*4,40,87*	*60·02*	*5·63*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1932-33	(b)78,90,94	11,15,63	6,43,03	4,72,60	57·64	5·99	
Burma	3′ 3⅜″	*1931-32*	*35,80,36*	*3,73,60*	*2,84,85*	*88,75*	*76·24*	*2·48*	
		1932-33	35,05,52	3,47,44	2,72,90	74,54	78·55	2·13	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*52,60,64*	*5,13,98*	*4,28,94*	*85,04*	*83·45*	*1·62*	
		1932-33	52,88,10	5,08,30	4,25,65	82,65	83·74	1·56	
East Indian	5′ 6″	*1931-32*	*1,47,58,38* (c)	*17,42,05*	*11,35,35*	*6,06,70*	*65·17*	*4·12*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1932-33	1,47,93,16 (c)	17,64,70	11,46,37	6,18,33	64·96	4·18	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1931-32*	*1,21,44,21*	*12,22,57*	*9,30,33*	*2,92,24*	*76·09*	*2·41*	
		1932-33	1,20,74,90	12,57,10	9,46,42	3,10,68	75·29	2·57	
Jodhpur	3′ 3⅜″	*1931-32*	*5,40,54*	*84,27*	*53,43*	*30,84*	*63·40*	*5·71*	
		1932-33	5,43,28	85,71	52,34	33,37	61·07	6·14	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1931-32*	*(d)57,77,94*	*‖8,00,89*	*‖4,43,65*	*‖3,57,24*	*‖55·40*	*‖6·19*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1932-33	(d)58,10,32	‖7,48,95	‖4,24,96	‖3,23,99	‖56·7	‖5·58	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

‖ Include Harbour receipts and expenditure.

** Excludes 3 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† „ 5 „ „ „ „ „ „ „ „

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.* (*In thousands of rupees*)—contd.

Railway System	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
Class I—*concld.*			Rs.	Rs.	Rs.	Rs.			
Nizam's State	5′ 6″	*1931-32*	*14,10,44*	*1,38,02*	*66,63*	*71,39*	*48·28*	*6·72*	
		1932-33	14,65,94	1,28,70	64,14	64,56	49·84	6·04	
	3′ 3⅜″	*1931-32*	**	*78,57*	*55,23*	*23,34*	*70·29*	**	
		1932-33	**	74,55	50,62	23,93	67·90	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1931-32*	*1,18,91,14*	*13,86,34*	*10,35,39*	*3,50,95*	*74·25*	*2·95*	
		1932-33	1,18,43,31	13,40,98	10,12,51	3,28,47	75·51	2·77	
North Western (Military)	5′ 6″, and 2′ 6″	*1931-32*	*34,53,05*	*1,31,59*	*1,81,39*	*—49,80*	*142·43*	*—1·44*	
		1932-33	34,30,46	1,27,41	1,90 04	—62,63	149·16	—1·83	
North Western (Total)	..	*1931-32*	*1,53,44,19*	*15,17,93*	*12,16,78*	*3,01,15*	*80·07*	*1·96*	
		1932-33	1,52,73,77	14,68,39	12,02,55	2,65,84	81·89	1·74	
Rohilkund and Kumaon	3′ 3⅜″	*1931-32*	*(b)4,43,11*	*61,82*	*32,27*	*29,55*	*52·19*	*6·67*	(b) Includes Rs. 87,68,000 being the outlay from Joint Debenture Stock on Lucknow Bareilly Railway.
		1932-33	(b)4,43,71	63,76	30,13	33,63	47·25	7·58	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1931-32*	*46,73,70*	*5,62,15*	*3,23,41*	*2,38,74*	*57·53*	*5·11*	
		1932-33	47,22,94	5,60,27	3,18,84	2,41,43	56·91	5·11	
Total Class I Railways	..	*1931-32*	*8,41,90,69*	*94,30,12*	*65,14,34*	*29,15,78*	*69·08*	*3·46*	
		1932-33	8,42,59,90	93,26,14	63,66,79	29,59,35	68·27	3·51	
Class II.									
Barsi Light	2′ 6″	*1931-32*	*1,85,98*	*20,32*	*12,99*	*7,33*	*63·91*	*3·94*	
		1932-33	1,87,01	19,35	12,27	7,08	63·43	3·78	
Bengal Dooars	3′ 3⅜″	*1931-32*	*1,64,23*	*19,00*	*10,85*	*8,15*	*57·10*	*4·96*	
		1932-33	1,62,54	19,48	11,22	8,26	57·61	5·08	
Bhavnagar State	3′ 3⅜″	*1931-32*	*2,17,47*	*30,29*	*18,31*	*11,98*	*60·44*	*5·51*	
		1932-33	2,22,27	32,26	19,03	13,23	58·99	5·95	
Bikaner State	3′ 3⅜″	*1931-32*	*3,62,62*	*41,71*	*29,69*	*12,02*	*71·18*	*3·31*	
		1932-33	3,64,29	36,03	27,38	8,65	76·00	2·37	
Darjeeling Himalayan	2′ 0″	*1931-32*	*1,08,73*	*18,70*	*12,79*	*5,91*	*68·39*	*5·44*	
		1932-33	1,08,01	16,60	12,65	3,95	76·20	3·66	

* In the case of State-owned railways.

† In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of the railway accounts.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.*

(*In thousands of rupees*)—contd.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at-charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*1,70,80*	*24,57*	*13,66*	*11,01*	*55·37*	*6.45*	
		1932-33	1,69,90	22,07	12,21	9,86	55·33	5·80	
Gaekwar's Baroda State	2′ 6″	*1931-32*	*3,11,39*	*21,75*	*17,73*	*4,02*	*81·51*	*1·29*	
		1932-33	3,13 43	23,96	16,95	7,01	70·73	2·23	
Gondal	3′ 3⅜″	*1931-32*	*1,51,26*	*24,62*	*16,45*	*8,17*	*66·80*	*5·40*	
		1932-33	1,52,97	25,62	13,06	12,56	50·98	8·21	
Howrah-Amta Light	2′ 0″	*1931-32*	*31,85*	*9,89*	*7,59*	*2,30*	*76·75*	*7·22*	
		1932-33	31,13	9,45	6,73	2,72	71·17	8·76	
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*1,60,98*	*13,88*	*11,67*	*2,21*	*84·05*	*1·37*	
		1932-33	1,61,15	13,90	10,03	3,87	72·12	2·40	
Junagad State	3′ 3⅜″	*1931-32*	*1,21,44*	*13,52*	*9,67*	*3,85*	*71·53*	*3·17*	
		1932-33	1,26,80	13,25	8,53	4.72	64·40	3·71	
Morvi	3′ 3⅜″	*1931-32*	*82,15*	*17,79*	*10,24*	*7,55*	*57·54*	*9·19*	
		1932-33	82,44	16,62	10,18	6,44	61·22	7·82	
Mysore	3′ 3⅜″	*1931-32*	*3,22,11*	*28,13*	*22,01*	*6,12*	*78·24*	*1·90*	
		1932-33	3,20,24	27,98	24,85	3,13	88·81	0·98	
	2′ 6″	*1931-32*	*42,67*	*2,82*	*2,07*	*75*	*73·40*	*1·76*	
		1932-33	42,68	3,06	2,35	71	76 80	1·66	
	2′ 0″	*1931-32*	*12,58*	*41*	*27*	*14*	*66·76*	*1·08*	
		1932-33	12,65	50	35	15	69·97	1·19	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	*49,95*	*8,31*	*3,99*	*4,32*	*48·03*	*8·65*	
		1932-33	49,94	8,86	4,23	4,63	47·69	9·28	
Total Class II Railways	..	*1931-32*	*24,96,21*	*2,95,81*	*1,99,98*	*95,83*	*67·60*	*3·84*	
		1932-33	25,07,45	2,88,99	1,92,02	96,97	66·45	3·87	
CLASS III.									
Ahmadpur Katwa	2′ 6″	*1931-32*	*20,77*	*1,10*	*97*	*13*	*87·92*	*0·64*	
		1932-33	20,73	1,15	93	22	80·52	1·08	

* † ‡ § For explanations see footnotes on opposite page.

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}^\dagger}$, *Revenue Earnings and Expenses for the years 1931-32 and 1932-33.*

(In thousands of rupees)—contd.

Railway System	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5.)	Percentage of net earnings on total capital at charge given in column 4 (Col. 7 × 100 / Col. 4.)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS III—*contd.*									
Arrah-Sasaram	2′ 6″	*1931-32*	*25,09*	*3,86*	*2,82*	*1,04*	*72·89*	*4·17*	
		1932-33	25,20	3,57	2,67	90	74·79	3·57	
Bankura-Damoodar River	2′ 6″	*1931-32*	*40,29*	*1,51*	*1,84*	*—33*	*121·95*	*—0·82*	
		1932-33	40,17	1,51	1,39	12	92·17	0·29	
Baraset-Basirhat Light	2′ 6″	*1931-32*	*25,54*	*5,57*	*4,27*	*1,30*	*76·67*	*5·09*	
		1932-33	25,66	4,52	3,78	74	83·57	2·89	
Bengal Provincial	2′ 6″	*1931-32*	*15,30*	*1,33*	*1,10*	*23*	*82·61*	*1·50*	
		1932-33	15,21	1,25	1,11	14	88·80	0·89	
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*15,26*	*4,05*	*2,98*	*1,07*	*73·62*	*7·00*	
		1932-33	15,26	3,08	2,06	1,02	66·91	6·67	
Burdwan-Katwa	2′ 6″	*1931-32*	*20,48*	*1,78*	*1,46*	*32*	*81·96*	*1·57*	
		1932-33	20,44	1,72	1,28	44	74·35	2·17	
Cutch State	2′ 6″	*1931-32*	*18,90*	*1,41*	*83*	*58*	*58·84*	*3·08*	
		1932-33	19,33	1,89	1,07	82	56·39	4·26	
Dehri-Rohtas Light	2′ 6″	*1931-32*	*12,57*	*1,88*	*1,25*	*63*	*66·47*	*5·00*	
		1932-33	12,48	1,61	1,12	49	69·41	3·96	
Dholpur-State	2′ 6″	*1931-32*	*17,39*	*1,48*	*96*	*52*	*65·01*	*3·16*	
		1932-33	17,34	1,66	96	70	57·79	4·03	
Futwah-Islampur	2′ 6″	*1931-32*	*19,46*	*1,36*	*1,07*	*29*	*78·46*	*2·80*	
		1932-33	19,49	1,12	86	26	76·82	1·34	
Gwalior Light	2′ 0″	*1931-32*	*97,95*	*6,91*	*4,75*	*2,16*	*68·73*	*2·21*	
		1932-33	1,21,63	7,97	5,73	2,24	71·89	1·84	
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*8,55*	*2,07*	*1,70*	*37*	*81·81*	*4·41*	
		1932-33	8,36	1,95	1,68	27	86·41	3·23	
Jagadhri Light	2′ 0″	*1931-32*	*1,18*	*12*	*12*	*Nil*	*96·71*	*0·34*	
		1932-33	1,18	13	11	2	72·69	1·70	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—Statement of $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, Revenue Earnings and Expenses for the years 1931-32 and 1932-33.

(*In thousands of rupees*)—concld.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings $\left(\frac{\text{Col. } 6 \times 100}{\text{Col. } 5}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. } 7 \times 100}{\text{Col. } 4}\right)$	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jessore-Jhenidah . .	2′ 6″	*1931-32*	*12,63*	*62*	*78*	*—16*	*125·43*	*—1·25*	
		1932-33	..	Information not available.			..	..	
Jorhat (Provincial) . .	2′ 0″	*1931-32*	*13,22*	*1,47*	*1,49*	*—2*	*101·52*	*—0·15*	
		1932-33	13,22	1,40	1,62	—22	115·54	—1·66	
Kalighat-Falta . . .	2′ 6″	*1931-32*	*24,31*	*2,45*	*2,03*	*42*	*82·97*	*1·71*	
		1932-33	24,22	1,87	1,78	9	95·00	0·39	
Kulasekarapatnam Light .	2′ 0″	*1931-32*	*5,22*	*1,14*	*95*	*19*	*83·08*	*3·70*	
		1932-33	5,41	1,10	89	21	81·28	3·80	
Matheran Light . .	2′ 0″	*1931-32*	*12,20*	*1,02*	*75*	*27*	*73·52*	*2·19*	
		1932-33	12,20	86	83	3	96·51	0·25	
Porbandar State . .	3′ 3⅜″	*1931-32*	*28,25*	*3,42*	*2,30*	*62*	*81.87*	*2·19*	
		1932-33	28,27	3,36	2,06	1,30	61·22	4·61	
Tezpore-Balipara Light .	2′ 6″	*1931-32*	*4,87*	*1,78*	*1,40*	*38*	*78·79*	*7·75*	
		1932-33	4,87	1,58	1,10	48	69·93	9·73	
Trivellore Light . .	2′ 0″	*1931-32*	*1,16*	*3*	*5*	*—2*	*187·00*	*—1·72*	
		1932-33	1,16	3	3	..	121·20	..	
Udaipur-Chitorgarh . .	3′ 3⅜″	*1931-32*	*73,88*	*5,75*	*3,50*	*2,25*	*60·95*	*3·04*	
		1932-33	74,07	6,02	3,99	2,03	66·25	2·74	
Total Class III Railways	..	*1931-32*	*5,14,47*	*52,11*	*39,87*	*12,24*	*76·51*	*2·38*	
		1932-33	5,25,90	49,35	37,05	12,30	75·08	2·34	
Other items not included in the preceding heads (*a*).	..	*1931-32*	*4,32,88*	*—57,43*	*1,54,92*	*—2,12,40*	..	..	
		1932-33	4,31,86	—43,92	2,93,76	—3,37,68	..	..	
Grand Total	..	*1931-32*	*8,76 34,25* (*b*)	*97,20,56*	*69,09,11*	*28,11,45*	*71·08*	*3·21*	
		1932-33	8,77,25,11	96,20,56	68,89,62	27,30,94	71·61	3·11	

* † ‡ § — For explanations see footnotes on opposite page.

(*a*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees) :—

	Capital at charge.
Coal Department	99,78
Abandoned Projects	32,26
Controller of Railway Accounts' account current . .	2,98,43
United Provinces (Distillery siding)	1,39
Total	4,31,86

Gross Earnings.	
+3	Dividend on Government holdings (B. N. Rly.).
+1,32	Gross earnings of Bezwada and Dhone Kurnool Railways
—2,14	Gross earnings of new extensions and C. I. C. Rlys. (B. N. Rly.).
—1,40	Gross earnings of Jorhat (Provincial) Railway.
—41,73	Gross earnings of Mysore State and K. G. F. Railways.
—43,92	

Working Expenses.	
—92	Working expenses of Aden Railway.
+5,60	On account of rebate, etc.
+23	Adjustment of Tirhoot Rly.
—186	Working expenses of new extensions (B. N. Rly.).
+1,10	Working expenses of Bezwada and Dhone-Kurnool Railways.
+3,09,92	Contribution to Depreciation Reserve Fund on account of Company-worked lines.
—1,62	Working expenses of Jorhat (Provincial) Railway.
+5,99	Payment to Ahmadpur Katwa, Burdwan Katwa, Futwa Islampur and South Behar Railways.
—1	Due to rounding off in the case of G. I. P. Railway.
—24,67	Working expenses of Mysore State and K. G. F. Railways.
+2,93,76	

	1931-32	1932-33.
(*b*) State-owned	7,89,78,64	7,89,60,76
Other than State-owned ..	86,55,61	87,64,35
Total ..	8,76,34,25	8,77,25,11

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33.*

[In thousands of rupees.]

Railway System	Gauge.	Y	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds and remissions).
			Earnings from passengers carried (including refunds and remissions).	Other coaching earnings (including refunds and remissions).	Total coaching earnings (*excluding* refunds and remissions).	Earnings from goods carried (including refunds and remissions).	Other goods earnings (including refunds and remissions).	Total goods earnings (*excluding* refunds and remissions).	Electric telegraph earnings (*excluding* refunds and remissions).	Other miscellaneous earnings (*excluding* refunds and remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3⅜″	*1931-32*	*64,93*	*10,70*	*75,35*	*1,05,68*	*94*	*1,06,34*	*22*	*8,34*	*1,90,25*
		1932-33	59,40	9,29	68,62	92,08	70	92,57	22	7,77	1,69,18
Bengal and North-Western	3′ 3⅜″	*1931-32*	*1,32,30*	*12,87*	**1,39,67*	*1,85,46*	*1,09*	**1,72,01*	*40*	*3,02*	*3,15,10*
		1932-33	1,31,70	12,83	*1,39,18	1,99,50	1,16	*1,86,32	43	3,28	3,29,21
Bengal-Nagpur	5′ 6″	*1931-32*	*1,57,07*	*32,68*	*1,89,72*	*4,88,63*	*2,35*	*4,88,53*	*31*	*15,86*	*6,94,42*
		1932-33	1,49,18	30,05	1,79,21	4,66,00	44	4,65,27	29	26,16	6,70,93
	2′ 6″	*1931-32*	*14,53*	*1,37*	*15,90*	*15,54*	*13*	*15,64*	*6*	*28*	*31,38*
		1932-33	14,09	1,33	15,42	17,16	42	17,55	6	29	33,32
Bombay, Baroda and Central India	5′ 6″	*1931-32*	*1,98,14*	*48,47*	*2,46,54*	*3,59,02*	*—2,55*	*3,55,17*	*49*	*11,91*	*6,14,11*
		1932-33	2,01,81	47,97	2,49,72	3,57,57	—2,25	3,54,07	51	12,91	6,17,21
	3′ 3⅜″	*1931-32*	*1,76,73*	*22,99*	*1,99,64*	*2,72,96*	*1,15*	*2,72,65*	*53*	*6,16*	*4,78,98*
		1932-33	1,91,36	23,06	2,14,38	2,63,64	88	2,63,38	53	10,29	4,88,58
	2′ 6″	*1931-32*	*4,76*	*35*	*5,11*	*4,28*	*1*	*4,25*	*2*	*15*	*9,53*
		1932-33	5,05	30	5,35	4,45	1	4,43	2	4	9,84
Burma	3′ 3⅜″	*1931-32*	*97,67*	*16,75*	*1,14,27*	*2,51,43*	*49*	*2,51,26*	*45*	*7,62*	*3,73,60*
		1932-33	93,31	13,74	1,06,94	2,17,34	39	2,17,42	35	22,73	3,47,44
	5′ 6″	*1931-32*	*1,19,66*	*28,47*	*1,48,04*	*1,87,56*	*2,26*	*1,89,48*	*23*	*5,72*	*3,43,47*
		1932-33	1,14,02	25,67	1,39,62	1,80,73	1,54	1,82,02	21	11,78	3,33,63
Eastern Bengal	3′ 3⅜″ and 2′ 6″	*1931-32*	*63,38*	*8,67*	*72,00*	*93,59*	*61*	*94,02*	*17*	*4,32*	*1,70,51*
		1932-33	62,25	7,68	69,89	98,06	68	98,61	17	6,00	1,74,97
East Indian	5′ 6″	*1931-32*	*5,07,88*	*84,38*	*5,92,26*	*11,17,71*	*5,17*	*11,22,82*	*1,18*	*25,79*	**17,42,05*
		1932-33	5,01,86	75,30	5,77,16	11,31,94	4,63	11,36,47	1,18	49,89	*17,64,70
Great Indian Peninsula	5′ 6″	*1931-32*	*3,43,55*	*82,90*	*4,25,70*	*7,64,81*	*2,10*	*7,65,16*	*1,11*	*21,86*	*12,13,83*
		1932-33	3,49,23	87,89	4,36,54	7,78,94	3,92	7,81,00	1,06	27,78	12,46,38
	2′ 6″	*1931-32*	*3,75*	*41*	*4,16*	*4,40*	*—2*	*4,35*	*1*	*22*	*3,74*
		1932-33	3,74	43	4,17	6,44	5	6,48	1	6	10,72
Jodhpur	3′ 3⅜″	*1931-32*	*30,44*	*4,85*	*35,26*	*45,67*	*15*	*45,52*	*9*	*3,40*	*84,27*
		1932-33	32,36	4,93	37,27	43,70	21	43,72	11	4,61	85,71
Madras and Southern Mahratta.	5′ 6″	*1931-32*	*1,46,58*	*29,03*	*1,75,47*	*2,60,20*	*88*	*2,60,57*	*21*	*10,04*	*4,46,29*
		1932-33	1,50,03	29,05	1,78,97	2,29,12	81	2,29,52	19	9,76	4,18,44
	3′ 3⅜″	*1931-32*	*93,78*	*19,03*	*1,12,77*	*†2,24,78*	*62*	*2,35,02*	*29*	*6,52*	*†3,54,60*
		1932-33	96,45	18,17	1,14,59	†1,96,87	79	2,05,13	28	10,51	†3,30,51
Nizam's State	5′ 6″	*1931-32*	*29,82*	*8,43*	*38,10*	*96,59*	*46*	*96,88*	*40*	*2,64*	*1,38,02*
		1932-33	30,52	8,47	38,92	87,08	45	87,40	34	2,04	1,28,70
	3′ 3⅜″	*1931-32*	*29,79*	*3,72*	*33,47*	*43,09*	*32*	*43,32*	*20*	*1,58*	*78,57*
		1932-33	28,53	3,56	32,04	40,87	33	41,08	22	1,21	74,55

* Excluding the Cawnpore-Burhwal (3′ 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and as to totals with the sundry earnings of the E. I. Railway.

‡ Includes Harbour receipts.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds & remissions).
			Earnings from passengers carried (including refunds & remissions).	Other coaching earnings (including refunds & remissions).	Total coaching earnings (*excluding* refunds & remissions).	Earnings from goods carried (including refunds & remissions).	Other goods earnings (including refunds & remissions).	Total goods earnings (*excluding* refunds & remissions).	Electric telegraph earnings (*excluding* refunds & remissions).	Other miscellaneous earnings (*excluding* refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*concld.*											
North Western (Commercial)	5′ 6″	*1931-32*	§	§	§	*8,01,76*	*10,68*	*8,11,64*	*49*	*27,96*	*13,62,59*
		1932-33				7,52,14	6,47	7,57,59	1,69	41,79	13,11,40
	2′ 6″	*1931-32*	§	§	§	*17,49*	*23*	*17,70*	*3*	*39*	*33,75*
		1932-33				14,83	30	15,11	3	42	29,58
North Western (Military)	5′ 6″	*1931-32*	§	§	§	*68,52*	*68*	*69,13*	*18*	*1,45*	*1,25,78*
		1932-33				67,22	46	67,59	17	5,58	1,22,47
	2′ 6″	*1931-32*	§	§	§	*3,17*	*6*	*3,22*	*1*	*16*	*5,81*
		1932-33				2,48	2	2,49	1	25	4,94
North Western (Total)	5′ 6″ & 2′ 6″	*1931-32*	*4,89,17*	*95,84*	*5,84,57*	*8,90,94*	*11,65*	*9,01,69*	*1,71*	*29,96*	*15,17,93*
		1932-33	4,86,86	90,28	5,75,67	8,36,67	7,25	8,42,78	1,90	48,04	14,68,39
Rohilkund and Kumaon	3′ 3⅜″	*1931-32*	*22,20*	*3,18*	*25,36*	*34,27*	*26*	*34,36*	*6*	*2,04*	*61,32*
		1932-33	22,77	3,14	25,90	34,94	31	35,08	5	2,73	63,76
South Indian	5′ 6″	*1931-32*	*61,42*	*11,66*	*72,94*	*95,21*	*47*	*95,51*	*9*	*1,32*	*1,69,86*
		1932-33	60,64	10,64	71,26	90,61	40	90,87	8	4,57	1,66,78
	3′ 3⅜″	*1931-32*	*1,98,15*	*17,75*	*2,15,75*	*1,59,39*	*2,33*	*1,61,30*	*30*	*11,91*	*3,89,26*
		1932-33	1,99,83	16,69	2,16,37	1,55,40	1,87	1,56,99	29	17,21	3,90,86
	2′ 6″	*1931-32*	*1,65*	*·8*	*1,63*	*1,38*	*1*	*1,38*	*1*	*1*	*3,03*
		1932-33	1,27	·7	1,34	1,25	1	1,25	1	3	2,63
Total Class I Railways	..	*1931-32*	*29,87,25*	*5,44,48*	*35,23,68*	*57,02,65*	*31,38*	*57,17,23*	*8,54*	*1,80,67*	*94,30,12*
		1932-33	29,85,26	5,20,54	34,98,53	55,30,36	25,00	55,39,41	8,51	2,79,69	93,26,14
CLASS II.*											
Barsi Light	2′ 6″	*1931-32*	*8,17*	*85*	*9,02*	*10,79*	*8*	*10,87*	*3*	*40*	*20,32*
		1932-33	8,60	87	9,47	9,39	8	9,47	3	38	19,35
Bengal Dooars	3′ 3⅜″	*1931-32*	*3,71*	*79*	*4,50*	*14,21*	*3*	*14,24*	*2*	*24*	*19,00*
		1932-33	3,50	71	4,21	14,98	3	15,01	2	24	19,48
Bhavnagar State	3′ 3⅜″	*1931-32*	*14,32*	*1,62*	*15,94*	*12,93*	*3*	*12,96*	*53*	*86*	*30,29*
		1932-33	14,65	1,57	16,22	14,69	4	14,73	54	77	32,26
Bikaner State	3′ 3⅜″	*1931-32*	*15,83*	*1,90*	*17,73*	*23,34*	*8*	*23,42*	*17*	*39*	*41,71*
		1932-33	16,29	1,87	18,16	17,22	6	17,28	17	42	36,03
Darjeeling-Himalayan	2′ 0″	*1931-32*	*3,60*	*2,00*	*5,60*	*12,84*	*4*	*12,88*	*3*	*19*	*18,70*
		1932-33	3,16	2,11	5,27	11,13	3	11,16	3	14	16,60
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*5,42*	*77*	*6,19*	*17,75*	*4*	*17,79*	*2*	*67*	*24,67*
		1932-33	4,95	73	5,68	15,73	5	15,78	1	60	22,07
Gaekwar's Baroda State	2′ 6″	*1931-32*	*10,67*	*69*	*11,36*	*9,38*	*5*	*9,43*	*9*	*87*	*21,75*
		1932-33	11,19	59	11,78	10,97	5	11,02	12	1,04	23,96
Gondal	3′ 3⅜″	*1931-32*	*10,82*	*1,12*	*11,94*	*10,86*	*2*	*10,88*	*9*	*1,71*	*24,62*
		1932-33	10,93	1,03	11,96	10,53	4	10,57	9	3,00	25,62

*Excludes refunds and remissions.

§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds & remissions).
			Earnings from passengers carried (*excluding* refunds & remissions).	Other coaching earnings (*excluding* refunds & remissions).	Total coaching earnings (*excluding* refunds & remissions).	Earnings from goods carried (*excluding* refunds & remissions).	Other goods earnings (*excluding* refunds & remissions).	Total goods earnings (*excluding* refunds & remissions).	Electric telegraph earnings (*excluding* refunds & remissions).	Other miscellaneous earnings (*excluding* refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Howrah-Amta Light	2′ 0″	*1931-32*	*7,90*	*36*	*8,26*	*1,57*	*Nil*	*1,57*	*Nil*	*6*	*9,89*
		1932-33	7,50	33	7,83	1,56	Nil	1,56	Nil	6	9,45
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*5,86*	*64*	*6,50*	*6,29*	*7*	*6,36*	*5*	*97*	*13,88*
		1932-33	6,18	57	6,75	6,20	2	6,22	5	88	13,90
Junagad State	3′ 3⅜″	*1931-32*	*6,39*	*60*	*6,99*	*5,90*	*2*	*5,92*	*5*	*56*	*13,52*
		1932-33	6,75	63	7,38	5,37	2	5,39	5	43	13,25
Morvi	3′ 3⅜″	*1931-32*	*7,81*	*1,30*	*9,11*	*8,19*	*1*	*8,20*	*9*	*39*	*17,79*
		1932-33	8,03	1,31	9,34	6,82	2	6,84	9	35	16,62
Mysore	3′ 3⅜″	*1931-32*	*14,06*	*1,30*	*15,36*	*11,81*	*28*	*12,09*	*1*	*67*	*28,13*
		1932-33	14,95	1,31	16,26	10,90	22	11,12	1	59	27,98
	2′ 6″	*1931-32*	*1,46*	*8*	*1,54*	*1,25*	*2*	*1,27*	*Nil*	*1*	*2,82*
		1932-33	1,73	8	1,81	1,22	1	1,23	Nil	2	3,06
	2′ 0″	*1931-32*	*11*	*1*	*12*	*28*	*Nil*	*28*	*Nil*	*1*	*41*
		1932-33	13	1	14	36	Nil	36	Nil	Nil	50
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	*4,20*	*21*	*4, 1*	*4,04*	*2*	*4,06*	*Nil*	*—16*	*8,31*
		1932-33	4,63	19	4,82	3,93	3	3,96	Nil	8	8,86
Total Class II Railways	..	*1931-32*	*1,20,33*	*14,24*	*1,34,57*	*1,51,43*	*79*	*1,52,22*	*1,18*	*7,84*	*2,95,81*
		1932-33	1,23,17	13,91	1,37,08	1,41,00	70	1,41,70	1,21	9,00	2,88,99
CLASS III.											
Aden	3′ 3⅜″	*1931-32*	*	*	*	*	*	*	*	*	*
		1932-33	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1931-32*	*83*	*4*	*87*	*22*	*Nil*	*22*	*Nil*	*1*	*1,10*
		1932-33	83	3	86	28	Nil	28	Nil	1	1,15
Arrah-Sasaram	2′ 6″	*1931-32*	*2,57*	*8*	*2,65*	*1,16*	*Nil*	*1,16*	*Nil*	*5*	*3,86*
		1932-33	2,24	6	2,30	1,14	7	1,21	Nil	6	3,57
Bankura-Damoodar River	2′ 6″	*1931-32*	*93*	*3*	96	*51*	*Nil*	*51*	*Nil*	*4*	*1,51*
		1932-33	87	4	91	58	Nil	58	Nil	2	1,51
Baraset-Basirhat Light	2′ 6″	*1931-32*	*3,93*	*48*	*4,41*	*1,12*	*Nil*	*1,12*	*Nil*	*4*	*5,57*
		1932-33	3,28	44	3,72	76	Nil	76	Nil	4	4,52
Bengal Provincial	2′ 6″	*1931-32*	*82*	10	*92*	*25*	*Nil*	*25*	*1*	*15*	*1,33*
		1932-33	79	8	87	24	Nil	24	Nil	14	1,25
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*2,46*	*13*	*2,59*	*1,33*	*3*	*1,36*	*Nil*	*10*	*4,05*
		1932-33	1,59	8	1,67	1,10	21	1,31	Nil	10	3,08
Burdwan Katwa	2′ 6″	*1931-32*	*1,24*	*8*	*1,32*	*43*	*Nil*	*43*	*Nil*	*3*	*1,78*
		1932-33	1,21	8	1,29	40	Nil	40	Nil	3	1,72
Cutch State	2′ 6″	*1931-32*	*77*	*10*	*87*	*41*	*10*	*51*	*Nil*	*3*	*1,41*
		1932-33	96	27	1,23	50	12	62	Nil	4	1,89

* Information not available due to the closing of the Railway from 1st August 1929.

6.—*Details of Gross Earnings of each Railway System for the years 1931-32 and 1932-33*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds & remissions).
			Earnings from passengers carried (*excluding* refunds & remissions).	Other coaching earnings (*excluding* refunds & remissions).	Total coaching earnings (*excluding* refunds & remissions).	Earnings from goods carried (*excluding* refunds & remissions).	Other goods earnings (*excluding* refunds & remissions).	Total good earnings (*excluding* refunds & remissions).	Electric telegraph earnings (*excluding* refunds & remissions).	Other miscellaneous earnings (*excluding* refunds & remissions).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Debri-Rohtas Light	2′ 6″	*1931-32*	*25*	*1*	*26*	*1,45*	*10*	*1,55*	*1*	*6*	*1,88*
		1932-33	22	1	23	1,25	6	1,31	1	6	1,61
Dholpur-State	2′ 6″	*1931-32*	*44*	*1*	*45*	*1,01*	*Nil*	*1,01*	1	*1*	*1,48*
		1932-33	62	1	63	1,01	Nil	1,01	*Nil*	2	1,66
Futwah-Islampur	2′ 6″	*1931-32*	*98*	*2*	*1,00*	*29*	*4*	*33*	*Nil*	*3*	*1,36*
		1932-33	89	3	92	22	—3	19	Nil	1	1,12
Gwalior Light	2′ 0″	*1931-32*	*2,89*	*17*	*3,06*	*3,65*	*1*	*3,66*	*9*	*10*	*6,91*
		1932-33	3,41	19	3,60	4,15	2	4,17	10	10	7,97
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*1,26*	*51*	*1,77*	*29*	*Nil*	*29*	*Nil*	*1*	*2,07*
		1932-33	1,17	46	1,63	30		30	Nil	2	1,95
Jagadhri Light	2′ 0″	*1931-32*	*4*	*Nil*	*4*	*5*	*Nil*	*5*	*Nil*	*3*	*12*
		1932-33	4	*Nil*	4	7	Nil	7	Nil	2	13
Jessore-Jhenidah	2′ 6″	*1931-32*	*29*	*4*	*33*	*29*	*Nil*	*29*	†	†	*62*
		1932-33	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1931-32*	†	†	†	†	†	†	†	†	*1,47*
		1932-33	†	†	†	†	†	†	†	†	1,40
Kalighat-Falta	2′ 6″	*1931-32*	*1,51*	*4*	*1,55*	*82*	*Nil*	*82*	*Nil*	*8*	*2,45*
		1932-33	1,20	3	1,23	57	Nil	57	Nil	7	1,87
Kulasekarapatnam Light	2′ 0″	*1931-32*	*69*	*1*	*70*	*44*	*Nil*	*44*	*Nil*	*Nil*	*1,14*
		1932-33	66	1	67	43	Ni	43	..	..	1,10
Matheran Light	2′ 0″	*1931-32*	*75*	*11*	*86*	*16*	*Nil*	*16*	*Nil*	*Nil*	*1,02*
		1932-33	53	12	65	11	Nil	11	Nil	10	86
Porbandar State	3′ 3⅜″	*1931-32*	*1,22*	*14*	*1,36*	*1,73*	*3*	*1,76*	*Nil*	*30*	*3,42*
		1932-33	1,19	13	1,32	1,59	3	1,62	Ni	42	3,36
Tezpore-Balipara Light	2′ 6″	*1931-32*	*63*	*12*	*75*	*94*	*Nil*	*94*	*1*	*3*	*1,78*
		1932-33	61	11	72	76	Nil	76	1	9	1,58
Trivellore Light	2′ 0″	*1931-32*	*3*	†	*3*	†	†	†	†	†	*3*
		1932-33	3	†	3	†	†	†	†	†	3
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*3,33*	*44*	*3,77*	*1,88*	*2*	*1,90*	*2*	*6*	*5,75*
		1932-33	3,57	53	4,10	1,82	2	1,84	2	6	6,02
Total Class III Railways		*1931-32*	*27,86*	*2,66*	*30,52*	*18,43*	*33*	*18,76*	*15*	*1,21*	*52,11*
		1932-33	25,91	2,71	28,62	17,28	50	17,78	14	1,41	49,35
Other items not included in the preceding heads.§		*1931-32*	..	..	..	..		..	..	..	*—57,48*
		1932-33	..	..	..	..	..	..	..	..	—43,92
GRAND TOTAL	..	*1931-32*	*(a) 31,35,44*	*(a) 5,61,38*	*36,88,77*	*(a) 53,72,51*	*(a) 32,50*	*53,88,21*	*9,87*	*1,89,72*	*97,20,56*
		1932-33	(a) 31,34,34	(a) 5,37,16	36,64,23	(a) 56,88,64	(a) 26,20	56,98,89	9,86	2,90,10	96,20,56

† Information not furnished.
(a) Includes refunds and remissions in the case of Class I Railways but excludes the same in the case of Class II and III Railways.
§ For details see foot-note in statement No. 5 for the year concerned.
‡ Figures are not available as the line has been closed with effect from the 1st April 1933.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1931-32* .	*30,63*	*16·05*	*30,66*	*16·07*	*9,68*	*5·07*	..	..
		1932-33 .	33,40	19·74	29,61	17·50	9,80	5·79	..	.
Bengal and North-Western	3′ 3⅜″	*1931-32* .	*30,51*	*9·68*	*44,76*	*14·21*	*12,54*	*3·98*	..	..
		1932-33 .	32,79	9·96	40,34	12·25	15,03	4·57	..	..
Bengal-Nagpur	5′ 6″	*1931-32* .	*1,41,71*	*20·41*	*1,50,29*	*21·64*	*91,85*	*13·23*	..	..
		1932-33 .	87,19	13·00	1,32,65	19·77	59,91	8·93	..	..
	2′ 6″	*1931-32* .	*13,14*	*41·20*	*13,20*	*41·42*	*4,50*	*14·12*	..	..
		1932-33 .	11,91	35·76	12,30	36·92	4,23	12·69	..	..
Bombay, Baroda and Central India.	5′ 6″	*1931-32* .	*58,37*	*9·50*	*1,07,22*	*17·46*	*36,90*	*6·01*	*35,06*	*5·71*
		1932-33 .	56,74	9·19	1,00,75	16·32	45,04	7·30	31,07	5·04
	3′ 3⅜″	*1931-32* .	*55,39*	*11·57*	*96,42*	*20·11*	*34,12*	*7·12*	*9,90*	*2·07*
		1932-33 .	48,86	10·00	95,25	19·50	33,74	6·89	10,42	2·13
	2′ 6″	*1931-32* .	*1,94*	*20·31*	*2,67*	*28·06*	*70*	*7·29*	*8*	*0·79*
		1932-33 .	2,10	21·56	3,80	38·79	80	8·07	8	0·70
Burma	3′ 3⅜″	*1931-32* .	*75,61*	*20·24*	*85,93*	*23·00*	*32,48*	*8·69*	..	..
		1932-33 .	78,76	22·67	79,45	22·87	29,95	8·62	..	..
Eastern Bengal	5′ 6″	*1931-32* .	*64,25*	*18·70*	*70,55*	*20·60*	*37,07*	*10·80*	..	..
		1932-33 .	74,53	22·30	66,89	20·10	37,91	11·40	..	..
	3′ 3⅜″	*1931-32* .	*36,72*	*21·70*	*33,84*	*20·00*	*23,87*	*14·10*	..	..
		1932-33 .	38,41	22·10	33,51	19·30	21,49	12·40	..	..
	2′ 6″	*1931-32* .	*47*	*32·20*	*58*	*39·70*	*22*	*15·10*	..	..
		1932-33 .	49	39·80	42	34·10	22	17·90	..	..
East Indian	5′ 6″	*1931-32* .	*2,09,05*	*12·00*	*3,26,33*	*18·73*	*1,80,70*	*10·37*	..	..
		1932-33 .	2,43,95	13·82	3,31,14	18·77	1,87,49	10·62	..	..
Great Indian Peninsula	5′ 6″	*1931-32* .	*1,88,47*	*15·52*	*2,67,35*	*22·02*	*1,26,56*	*10·42*	*88,49*	*7·29*
		1932-33 .	2,17,26	17·42	2,51,70	20·18	1,28,77	10·32	88,35	7·08
	2′ 6″	*1931-32* .	‡	‡	‡	‡	‡	‡	‡	‡
		1932-33 .	‡	‡	‡	‡	‡	‡	‡	‡
Jodhpur	3′ 3⅜″	*1931-32* .	*11,85*	*14·06*	*15,97*	*18·95*	*7,85*	*9·32*	..	..
		1932-33 .	11,93	13·92	14,42	16·83	6,08	7·10	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be.
‡ Separate figures, under each Abstract, are not furnished.

system for the years 1931-32 and 1932-33. (*In thousands of rupees.*)

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
6,13	*3·21*	*26,46*	*13·86*	*11,44*	*5·99*	*7,23*	*3·79*	*1,22,23*	*64·24*	Assam-Bengal.
5,04	2·98	23,76	14·05	11,44	6·76	8,16	4·83	1,21,21	71·65	
7,48	*2·37*	*28,65*	*9·09*	*16,37*	*5·20*	*5,72*	*1·81*	*1,46,03*	*46·34*	Bengal and North Western.
7,75	2·35	28,48	8·65	15,74	4·78	7,40	2·25	1,47,53	44·81	
6,68	*0·96*	*90,79*	*13·07*	*45,82*	*6·60*	*45,27*	*6·52*	*5,72,41*	*82·43*	Bengal-Nagpur.
6,34	0·94	92,16	13·74	41,14	6·13	62,62	9·33	4,82,01	71·84	
..	..	*5,57*	*17·47*	*3,63*	*11·39*	*1,01*	*3·17*	*41,05*	*128·77*	
..	..	5,35	16·07	3,23	9·70	1,07	3·20	38,09	114·34	
..	..	*70,10*	*11·41*	*28,29*	*4·61*	*29,84*	*4·86*	*3,65,78*	*59·56*	Bombay, Baroda and Central India.
..	..	67,40	10·92	26,42	4·28	29,57	4·79	3,56,99	57·84	
..	..	*47,25*	*9·86*	*24,71*	*5·16*	*21,01*	*4·38*	*2,88,80*	*60·27*	
..	..	42,48	8·69	23,96	4·90	22,51	4·61	2,77,22	56·72	
...	...	*1,19*	*12·54*	*45*	*4·71*	*14*	*1·57*	*7,17*	*75·27*	
..	..	1,26	12·81	63	6·33	15	1·45	8,82	89·71	
3,48	*0·93*	*44,98*	*12·04*	*19,32*	*5·17*	*23,05*	*6·17*	*2,84,85*	*76·24*	Burma.
3,68	1·06	43,50	12·52	18,01	5·18	19,55	5·63	2,72,90	78·55	
..	..	*57,34*	*16·70*	*24,54*	*7·14*	*27,73*	*8·07*	*2,81,48*	*82·00*	Eastern Bengal.
...	..	53,49	16·00	23,56	7·06	23,84	7·15	2,80,22	84·01	
5,93	*3·51*	*25,68*	*15·20*	*9,70*	*5·74*	*10,15*	*6·00*	*1,45,89*	*86·30*	
5,23	3·02	26,73	15·40	8,97	5·17	9,74	5·62	1,44,08	83·01	
...	..	*24*	*16·40*	*4*	*2·74*	*2*	*1·37*	*1,57*	*107·50*	
...	..	17	13·80	4	3·25	1	0·81	1,35	109·66	
1,06	*0·06*	*2,34,27*	*13·45*	*89,83*	*5·16*	*94,11*	*5·40*	*11,35,35*	*65·17*	East Indian.
3,00	0·17	2,10,76	11·94	77,83	4·41	92,20	5·23	11,46,37	64·96	
—	—	*1,36,17*	*11·21*	*61,44*	*5·06*	*58,11*	*4·79*	***9,26,22*	*76·31*	Great Indian Peninsula.
—	—	1,33,04	10·67	61,77	4·95	61,16	4·90	9,42,05	75·52	
‡	‡	‡	‡	‡	‡	‡	‡	*4,11*	*47·03*	
‡	‡	‡	‡	‡	‡	‡	‡	4,37	45·00	
—	—	*8,56*	*10·15*	*5,77*	*6·84*	*3,43*	*4·08*	*53,43*	*63·40*	Jodhpur.
—	—	8,54	9·96	5,74	6·69	5,63	6·57	52,34	61·07	

** The details by abstracts work up to 9,26,59 which are inclusive of Darhwa Pusad Railway figures, separate figures for which are not available, *vide* ‡ also.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1931-32* .	*42,18*	*9·45*	*93,65*	*21·00*	*25,82*	*5·78*	..	..
		1932-33 .	37,13	8·87	85,59	20·40	23,50	5·61	..	..
	3′ 3⅜″	*1931-32* .	*43,34*	*12·20*	*72,68*	*20·50*	*19,65*	*5·54*	..	..
		1932-33 .	53,48	16·20	69,05	20·90	18,32	5·54	..	..
Nizam's State	5′ 6″	*1931-32* .	*16,32*	*11·82*	*19,30*	*13·99*	*9,42*	*6·83*	..	..
		1932-33 .	14,56	11·32	18,84	14·64	8,31	6·46	..	..
	3′ 3⅜″	*1931-32* .	*14,55*	*18·52*	*15,91*	*20·25*	*5,91*	*7·52*	..	..
		1932-33 .	10,79	14·48	15,15	20·33	5,22	7·00	..	..
North Western (Commercial).	5′ 6″	*1931-32* .	*2,57,79*	*19·04*	*3,05,00*	*22·52*	*1,36,42*	*10·08*	..	..
		1932-33 .	2,83,47	21·58	2,81,27	21·41	1,31,84	10·03	..	..
	2′ 6″	*1931-32* .	*12,72*	*37·62*	*14,36*	*42·49*	*4,36*	*12·90*	..	..
		1932-33 .	12,96	43·77	11,48	38·77	4,01	13·54	..	..
North Western (Military)	5′ 6″	*1931-32* .	*49,22*	*39·09*	*49,58*	*39·38*	*19,20*	*15·25*	..	..
		1932-33 .	52,92	43·16	58,88	48·03	18,72	15·26	..	..
	2′ 6″	*1931-32* .	*8,72*	*150·17*	*7,04*	*121·06*	*2,04*	*34·98*	..	..
		1932-33 .	7,96	161·13	6,06	122·67	1,68	34·01	..	..
North Western (Total)		*1931-32* .	*3,28,45*	*21·62*	*3,75,98*	*24·74*	*1,62,02*	*10·66*	..	..
		1932-33 .	3,57,31	24·33	3,57,69	24·36	1,56,25	10·64	..	..
Rohilkund and Kumaon	3′ 3⅜″	*1931-32* .	*8,27*	*13·38*	*10,89*	*17·61*	*2,91*	*4·70*	..	..
		1932-33 .	8,23	12·91	9,18	14·40	2,53	3·96	..	..
South Indian	5′ 6″	*1931-32* .	†	†	†	†	†	†	..	..
		1932-33 .	†	†	†	†	†	†	..	..
	3′ 3⅜″	*1931-32* .	*‡64,58*	*‡11·49*	*‡1,24,78*	*‡22·20*	*‡24,03*	*‡4·27*	*3,53*	*0·63*
		1932-33 .	‡66,52	‡11·87	‡1,15,41	‡20·60	‡24,45	‡4·36	5,19	0·93
	2′ 6″	*1931-32* .	†	†	†	†	†	†	..	..
		1932-33 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1931-32* .	*14,35,80*	*15·23*	*19,58,96*	*20·77*	*3,48,80*	*9·00*	*1,37,06*	*1·45*
		1932-33 .	14,86,34	15·94	18,63,14	19·98	8,19,04	8·78	1,35,11	1·45

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Included with 3′ 3⅜″ gauge.
‡ Includes 5′—6″ and 2′—6″ Gauges.

System for the years 1931-32 and 1932-33 (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
..	..	*34,86*	*7·81*	*21,60*	*4·84*	*20,09*	*4·51*	*2,38,20*	*53·40*	Madras and Southern Mahratta.
..	..	32,76	7·83	19,99	4·78	19,41	4·65	2,18,38	52·14	
6,44	*1·81*	*31,37*	*8·85*	*18,75*	*5·29*	*13,22*	*3·72*	*2,05,45*	*57·90*	
4,93	1·49	30,58	9·25	16,77	5·08	13,45	4·07	2,06,58	62·53	
..	..	*10,21*	*7·39*	*8,01*	*5·81*	*3,37*	*2·44*	*66,63*	*48·28*	Nizam's State.
..	..	10,47	8·13	7,54	5·86	4,42	3·43	64,14	49·84	
..	..	*8,52*	*10·85*	*7,38*	*9·38*	*2,96*	*3·77*	*55,23*	*70·29*	
..	..	8,62	11·57	7,38	9·90	3,46	4·63	50,62	67.90	
..	..	*1,55,07*	*11·45*	*73,89*	*5·46*	*65,26*	*4·82*	*9,93,43*	*74·10*	North Western (Commercial).
..	..	1,52,41	11·60	69,33	5·27	57,47	4·37	9,75,79	74·26	
45	*1·35*	*6,61*	*19·54*	*1,61*	*4·79*	*1,85*	*5·47*	*41,96*	*124·15*	
47	1·59	4,72	15·94	1,50	5·07	1,58	5·34	36,72	124·02	
..	..	*22,22*	*17·66*	*12,29*	*9·76*	*7,18*	*5·70*	*1,59,69*	*126·84*	North Western (Military).
..	..	20,74	16·91	11,55	9·42	7,96	6·49	1,70,77	139·27	
7	*1·16*	*2,32*	*40·09*	*1,12*	*19·34*	*39*	*6·69*	*21,70*	*373·49*	
8	1·62	2,00	40·49	1,04	21·05	45	9·11	19,27	390·08	
52	*0·03*	*1,86,22*	*12·26*	*88,91*	*5·85*	*74,68*	*4·91*	*12,16,78*	*80·07*	North Western (Total).
55	0·04	1,79,87	12·25	83,42	5·68	67,46	4·59	12,02,55	81·89	
..	..	*6,07*	*9·82*	*4,13*	*6·68*	..	..	*32,27*	*52·19*	Rohilkund and Kumaon.
..	..	5,88	9·22	4,31	6·76	..	..	30,13	47·25	
†	†	†	†	†	†	†	†	*97,52*	*57·40*	South Indian.
†	†	†	†	†	†	†	†	1,01,39	60·79	
‡*2,73*	‡*0·48*	‡*50,59*	‡*9·00*	‡*31,21*	‡*5·55*	‡*21,96*	‡*3·91*	*2,21,54*	*56·90*	
‡3,41	‡0·61	‡53,66	‡9·58	‡30,52	‡5·45	‡19,68	‡3·51	2,13,32	54·58	
†	†	†	†	†	†	†	†	*4,35*	*143·60*	
†	†	†	†	†	†	†	†	4,13	157·03	
40,45	*0·43*	*11,05,09*	*11·72*	*5,21,34*	*5·53*	*4,63,10*	*4·91*	*65,14,34*	*69·08*	TOTAL CLASS I RAILWAYS.
39,93	0·43	10,58,96	11·35	4,88,41	5·24	4,71,49	5·06	63,66,79	68·27	

† Included with 3′—3½″ gauge.

‡ Includes 5′ 6″ and 2′ 6″ gauges.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1931-32*	*1,60*	*7·87*	*4,41*	*21·70*	*1,04*	*5·10*	..	..
		1932-33	1,35	6·96	4,24	21·92	91	4·71	..	..
Bengal Dooars	3′ 3⅜″	*1931-32*	*3,45*	*18·16*	*1,75*	*9·21*	*66*	*3·47*	..	..
		1932-33	3,69	18·95	1,99	10·22	61	3·13	..	..
Bhavnagar State	3′ 3⅜″	*1931-32*	*3,16*	*10·42*	*6,28*	*20·73*	*1,80*	*5·94*	..	..
		1932-33	3,36	10·40	6,32	19·59	2,36	7·32	..	..
Bikaner State	3′ 3⅜″	*1931-32*	*6,76*	*16·21*	*11,14*	*26·71*	*3,77*	*9·04*	..	..
		1932-33	5,99	16·63	10,06	27·93	3,59	9·96	..	..
Darjeeling-Himalayan	2′ 0″	*1931-32*	*§1,94*	*§10·37*	*§3,73*	*§19·95*	*§89*	*§4·76*	..	..
		1932-33	§2,00	§12·05	§3,81	§22·95	§1,22	§7·35	..	..
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*3,06*	*12·40*	*4,41*	*17·92*	*2,22*	*9·00*	..	..
		1932-33	2,69	12·19	3,86	17·49	1,91	8·66	..	..
Gaekwar's Baroda State.	2′ 6″	*1931-32*	*3,24*	*14·88*	*3,84*	*17·68*	*1,60*	*7·32*	..	..
		1932-33	2,99	12·46	3,93	16·41	75	3·13	..	..
Gondal	3′ 3⅜″	*1931-32*	*4,90*	*19·91*	*5,82*	*23·61*	*1,35*	*5·48*	..	..
		1932-33	3,43	13·38	4,34	16·94	1,14	4·43	..	..
Howrah-Amta Light	2′ 0″	*1931-32*	*1,92*	*19·41*	*1,79*	*18·06*	*1,13*	*11·40*	..	..
		1932-33	1,80	19·05	1,54	16·30	83	8·74	..	..
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*4,04*	*29·08*	*3,58*	*25·79*	*71*	*5·13*	..	..
		1932-33	2,64	19·02	3,11	22·35	85	6·09	..	..
Junagad State	3′ 3⅜″	*1931-32*	*2,22*	*16·45*	*3,20*	*23·67*	*77*	*5·68*	..	..
		1932-33	1,73	13·10	2,80	21·15	76	5·70	..	..
Morvi	3′ 3⅜″	*1931-32*	*3,86*	*21·70*	*2,90*	*16·32*	*74*	*4·14*	..	..
		1932-33	—42	—2·50	2,95	17·73	68	4·08	..	..
Mysore	3′ 3⅜″	*1931-32*	*5,07*	*18·03*	*7,80*	*27·74*	*1,61*	*5·70*	..	..
		1932-33	4,60	16·44	9,89	35·35	2,02	7·22	..	..
	2′ 6″	*1931-32*	*46*	*16·14*	*74*	*26·27*	*13*	*4·84*	..	..
		1932-33	40	13·07	86	28·11	18	5·88	..	..
	2′ 0″	*1931-32*	*6*	*14·07*	*9*	*23·24*	*1*	*3·28*	..	..
		1932-33	6	11·36	12	24·88	2	3·93	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1931-32*	*83*	*9·94*	*1,05*	*12·68*	*31*	*3·72*	..	..
		1932-33	1,05	11·89	1,13	12·68	38	4·33	..	..
TOTAL CLASS II RAILWAYS	..	*1931-32*	*46,57*	*15·74*	*62,53*	*21·14*	*18,74*	*6·33*	..	..
		1932-33	37,36	12·93	60,95	21·09	18,21	6·30	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.

System for the years 1931-32 and 1932-33 (in thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	...	*1,96*	*9·64*	*3,16*	*15·58*	*82*	*4·02*	*12,99*	*63·91*	Barsi Light.
..	..	1,78	9·22	3,07	15·84	92	4·78	12,27	63·43	
17	*0·89*	*2,19*	*11·53*	*2,03*	*10·68*	*60*	*3·16*	*10,85*	*57·10*	Bengal Dooars.
20	1·03	2,05	10·52	2,04	10·47	64	3·29	11,22	57·61	
..	..	*3,85*	*12·72*	*2,27*	*7·50*	*95*	*3·13*	*18,31*	*60·44*	Bhavnagar State.
..	..	3,78	11·73	2,31	7·17	90	2·78	19,03	58·99	
..	..	*4,10*	*9·83*	*2,78*	*6·66*	*1,14*	*2·73*	*29,69*	*71·18*	Bikaner State.
..	..	3,65	10·13	2,83	7·85	1,26	3·50	27,38	76·00	
..	..	*§3,13*	*§16·73*	*§1,85*	*§9·89*	*§1,25*	*§6·69*	*§12,79*	*§68·39*	Darjeeling Himalayan.
..	..	§2,79	§16·0	§1,72	10·36	§1,11	§6·69	§12,65	§76·20	
..	..	*2,37*	*9·20*	*1,52*	*6·16*	*8*	*0·32*	*13,66*	*55·37*	Dibru-Sadiya.
..	..	2,11	9·56	1,53	6·93	11	0·50	12,21	55·33	
..	..	*3,08*	*14·16*	*2,01*	*9·25*	*†3,96*	*18·22*	*17,73*	*81·51*	Gaekwar's Baroda State.
..	..	3,38	14·09	1,82	7·61	†4,08	17·03	16,95	70·73	
..	..	*2,74*	*11·15*	*1,18*	*4·78*	*46*	*1·87*	*16,45*	*66·80*	Gondal.
..	..	2,52	9·84	1,22	4·78	41	1·61	13,06	50·98	
..	..	*1,76*	*17·83*	*65*	*6·59*	*34*	*3·46*	*7,59*	*76·75*	Howrah-Amta Light.
..	..	1,55	16·40	60	6·39	41	4·29	6,73	71·17	
..	..	*1,76*	*12·70*	*1,14*	*8·17*	*44*	*3·18*	*11,67*	*84·05*	Jamnagar and Dwarka.
..	..	1,85	13·31	1,14	8·19	44	3·16	10,03	72·12	
..	..	*2,01*	*14·88*	*1,04*	*7·70*	*43*	*3·15*	*9,67*	*71·53*	Junagad State.
..	..	1,91	14·42	94	7·12	39	2·91	8,53	64·40	
..	..	*2,11*	*11·86*	*71*	*3·99*	*—8*	*—0·47*	*10,24*	*57·54*	Morvi.
..	..	1,99	11·99	65	3·90	4,33	26·02	10,18	61·22	
..	..	*4,22*	*15·01*	*2,15*	*7·61*	*1,16*	*4·14*	*22,01*	*78·24*	Mysore.
..	..	5,11	18·26	2,14	7·64	1,09	3·90	24,85	88·81	
..	..	*42*	*14·90*	*21*	*7·49*	*11*	*3·93*	*2,07*	*73·40*	
..	..	55	17·98	24	7·84	12	3·92	2,35	76·80	
..	..	*6*	*14·51*	*3*	*7·36*	*2*	*4·30*	*27*	*66·76*	
..	..	9	18·19	4	7·76	2	3·85	35	69·97	
..	..	*1,01*	*12·09*	*50*	*6·06*	*29*	*3·54*	*3,99*	*48·03*	Shahdara (Delhi) Saharanpur Light.
..	..	94	10·60	49	5·56	24	2·63	4,23	47·69	
17	*0·06*	*36,77*	*12·43*	*23,23*	*7·85*	*11,97*	*4·05*	*1,99,98*	*67·60*	TOTAL CLASS II RAILWAYS.
20	0·07	36,05	12·48	22,78	7·88	16,47	5·70	1,92,02	66·45	

† Includes Rs. 3,60 on account of contribution to Depreciation Reserve Fund.
§ Includes the Darjeeling Himalayan Extension Railway.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
Class III.						
Ahmadpur-Katwa	2′ 6″	*1931-32*	*26*	*23·28*	*28*	*25·78*
		1932-33	22	18·74	27	23·90
Arrah-Sasaram Light	2′ 6″	*1931-32*	*1,26*	*32·51*	*64*	*16·53*
		1932-33	1,19	33·14	65	18·24
Bankura-Damoodar River	2′ 6″	*1931-32*	*56*	*36·84*	*59*	*39·43*
		1932-33	37	24·46	41	27·60
Baraset-Basirhat Light	2′ 6″	*1931-32*	*1,20*	*21·53*	*1,47*	*26·36*
		1932-33	97	21·50	1,26	27·89
Bengal Provincial	2′ 6″	*1931-32*	*24*	*17·68*	*39*	*29·72*
		1932-33	23	18·40	43	34·40
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*1,13*	*27·99*	*97*	*23·77*
		1932-33	63	20·32	72	23·28
Burdwan-Katwa	2′ 6″	*1931-32*	*37*	*20·92*	*48*	*26·79*
		1932-33	31	17·90	41	23·45
Cutch State	2′ 6″	*1931-32*	*19*	*13·31*	*35*	*25·02*
		1932-33	19	9·86	58	30·35
Dehri-Rohtas Light	2′ 6″	*1931-32*	*27*	*14·14*	*52*	*27·58*
		1932-33	23	14·14	45	27·78
Dholpur-State	2′ 6″	*1931-32*	*16*	*11·03*	*45*	*30·52*
		1932-33	15	9·29	47	28·38
Futwah-Islampur	2′ 6″	*1931-32*	*37*	*27·03*	*29*	*21·33*
		1932-33	26	23·53	23	20·30

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1931-32 and 1932-33 (in thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Department.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
8	9	10	11	12	13	14	15	16
								CLASS III.
23	*20·44*	*19*	*17·01*	*1*	*1·41*	*97*	*87·92*	Ahmadpur-Katwa.
24	20·58	18	15·37	2	1·93	93	80·52	
53	*13·62*	*32*	*8·36*	*7*	*1·69*	*2,82*	*72·89*	Arrah-Sasaram Light.
44	12·39	31	8·74	8	2·28	2,67	74·79	
34	*22·23*	*32*	*21·32*	*3*	*2·13*	*1,84*	*121·95*	Bankura-Damoodar River.
29	19·07	29	18·93	3	2·11	1,39	92·17	
1,00	*18·00*	*46*	*8·25*	*14*	*2·53*	*4,27*	*76·67*	Baraset-Basirhat Light.
97	21·36	44	9·74	14	3·08	3,78	83·57	
25	*19·02*	*20*	*15·10*	*2*	*1·09*	*1,10*	*82·61*	Bengal Provincial.
24	19·20	19	15·20	2	1·60	1,11	88·80	
55	*13·53*	*28*	*7·02*	*5*	*1·31*	*2,98*	*73·62*	Bukhtiarpur-Bihar Light.
40	13·01	27	8·76	4	1·54	2,06	66·91	
34	*18·88*	*24*	*13·21*	*4*	*2·16*	*1,46*	*81·96*	Burdwan-Katwa.
31	18·17	22	12·82	3	2·01	1,28	74·35	
15	*10·74*	*14*	*9·58*	..	*0·19*	*83*	*58·84*	Cutch State.
17	8·89	13	7·08	..	0·21	107	56·39	
18	*9·52*	*25*	*13·53*	*3*	*1·70*	*1,25*	*66·47*	Dehri-Robtas Light.
16	10·09	24	15·02	4	2·38	1,12	69·41	
18	*12·05*	*15*	*10·25*	*2*	*1·16*	*96*	*65·01*	Dholpur-State.
17	9·95	15	9·17	2	1·00	96	57·79	
23	*17·07*	*15*	*11·28*	*3*	*1·75*	*1,07*	*78·46*	Futwah-Islampur.
20	17·82	15	13·21	2	1·96	86	76·82	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1931-32*	*83*	*11·98*	*2,32*	*33·68*
		1932-33	109	13·68	2,76	34·63
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*48*	*22·97*	*51*	*24·74*
		1932-33	42	21·59	52	26·90
Jagadhri Light	2′ 0″	*1931-32*	*1*	*7·59*	*5*	*41·26*
		1932-33	1	6·56	5	30·19
Jessore-Jhenidah	2′ 6″	*1931-32*	*11*	*17·62*	*36*	*58·27*
		1932-33	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	*31*	*21·39*	*55*	*37·18*
		1932-33	39	27·60	60	43·09
Kalighat-Falta	2′ 6″	*1931-32*	*43*	*17·66*	*76*	*31·22*
		1932-33	39	21·13	67	35·62
Kulasekarapatnam Light	2′ 0″	*1931-32*	*26*	*22·73*	*50*	*44·12*
		1932-33	24	21·78	48	44·14
Mathern Light	2′ 0″	*1931-32*	*6*	*5·88*	*39*	*38·24*
		1932-33	15	17·44	33	38·37
Porbandar State	3′ 3⅜″	*1931-32*	*48*	*14·04*	*1,39*	*40·64*
		1932-33	25	7·43	1,02	30·19
Tezpore-Balipara	2′ 6″	*1931-32*	*32*	*18·58*	*54*	*30·37*
		1932-33	17	11·18	42	26·44
Trivellore Light	2′ 0″	*1931-32*	..	*1·73*	*3*	*89·06*
		1932-33	..	..	2	70·22
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*75*	*13·00*	*1,87*	*32·47*
		1932-33	98	16·31	2,05	33·97
TOTAL CLASS III RAILWAYS		*1931-32*	*10,05*	*19·28*	*15,70*	*30·13*
		1932-33	8,84	17·91	14,80	29·99

*Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

†Information not available; the line being closed from 1st April 1933.

System for the years 1931-32 and 1932-33 (in thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
60	*8·62*	*64*	*9·22*	*36*	*5·22*	*4,75*	*68·73*	Gwalior Light.
74	9·28	71	8·91	43	5·39	5,73	71·89	
37	*18·07*	*26*	*12·57*	*8*	*3·46*	*1,70*	*81·81*	Howrah-Sheakhala Light.
41	21·12	24	12·41	9	4·39	1,68	86·41	
4	*29·69*	*2*	*18·03*	..	*0·14*	*12*	*96·71*	Jagadhri Light.
3	21·50	2	14·39	..	0·05	11	72·69	
12	*18·89*	*15*	*23·51*	*4*	*7·09*	*78*	*125·43*	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	
44	*30·05*	*16*	*10·68*	*3*	*2·22*	*1,49*	*101·52*	Jorhat (Provincial).
44	31·51	15	10·55	4	2·79	1,62	115·54	
47	*18·98*	*31*	*12·57*	*6*	*2·54*	*2,03*	*82·97*	Kalighat-Falta.
37	19·59	29	15·53	6	3·13	1,78	95·00	
14	*12·58*	*4*	*3·65*	..	..	*95*	*83·08*	Kulasekarapatnam Light.
13	12·07	4	3·29	..	..	89	81·28	
12	*11·76*	*12*	*11·76*	*6*	*5·88*	*75*	*73·52*	Matheran Light.
10	11·63	23	26·74	2	2·33	83	96·51	
35	*10·23*	*46*	*13·45*	*12*	*3·51*	*2,80*	*81·87*	Porbandar State.
31	9·38	39	11·58	9	2·64	2,06	61·22	
30	*16·58*	*21*	*11·12*	*3*	*2·14*	*1,40*	*78·79*	Tezpore-Balipara.
27	17·28	19	11·85	5	3·18	1,10	69·93	
1	*40·80*	*1*	*18·70*	..	*20·90*	*5*	*187·00*	Trivellore Light.
1	34·20	..	16·78	..	..	3	121·20	
48	*8·37*	*30*	*5·16*	*11*	*1·95*	*3,50*	*60·95*	Udaipur-Chitorgarh.
47	7·81	37	6·22	12	1·94	3,99	66·25	
7,42	*14·24*	*5,37*	*10·31*	*1,33*	*2·55*	*39,87*	*76·51*	TOTAL CLASS III RAILWAYS.
6,87	13·92	5,20	10·54	1,34	2·72	37,05	75·08	

STATISTICAL STATEMENTS.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1933.				Track mileage open on 31st March 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3¾″	1-7-85	1,131·43	..	..	1,131·43	1,131·43	227·45	17·08	1,375·96
	Chaparmukh-Silghat	3′ 3¾″	30-3-20	50·81	..	..	50·81	50·81	3·68	..	54·49
	Katakhal Lalabazar	3′ 3¾″	1-4-23	23·49	..	..	23·49	23·49	1·04	..	24·53
	Mymensingh-Bhairab Bazar	3′ 3¾″	20-6-17	100·68	..	..	100·68	100·68	18·78	0·36	119·82
	Total—1			1,306·41	..	..	1,306·41	1,306·41	250·95	17·44	1,574·80
2	Bengal and North Western—	3′ 3¾″	2-4-84	1,269·67	..	..	1,269·67	1,269·67	281·02	26·06	1,576·75
	Mashrak-Thawe	3′ 3¾″	12-1-31	39·32	..	..	39·32	39·32	..	..	39·32
	Tirhoot	3′ 3¾″	1-11-75	792·49	10·05	..	802·54	812·59	189·72	13·72	1,016·03
	Total—2			2,101·48	10·05	..	2,111·53	2,121·58	470·74	39·78	2,632·10
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,160·03	253·52	..	2,413·55	2,667·07	653·40	140·37	3,460·84
	Central India Coal-fields	5′ 6″	17-6-28	53·85	..	..	53·85	53·85	3·18	1·75	58·78
	Mayurbhanj	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74·35
	Parlakimedi Light	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	3·16	..	59·46
	Purulia-Ranchi	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·91	0·05	127·50
	Raipur-Damtari	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·61	0·65	62·20
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·51	12·14	700·57
	Tumsar-Tirodi Light	2′ 0″	1-4-16	18·74	..	..	18·74	18·74	1·61	..	20·35
	Total—3			3,158·96	253·52	..	3,412·48	3,666·00	742·99	155·06	4,564·05

for the year 1932-33.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.—
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..						
..		Contai Road to Contai.	33·95	†Birmitrapur to Guttitanagar.	8·29	State lines.	Bengal-Nagpur—
				Dharmaband to Kharkharee (‡).	2·57		
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Indian State line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tumsar-Tirodi Light.
	..		33·95		10·86		Total—3.

* Receives land only from Government.

† Work suspended.

‡ Not opened pending completion of the Dharmaband siding No. 16.

8.—Mileage

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1933.				TRACK MILEAGE OPEN ON 31ST MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5 6″	10-2-60	776·27	239·59	*19·44	1,035·30	1,332·94	346·55	107·90	1,787·39
	Nagda-Ujjain . . .	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·33	1·86	39·98
	Gaekwar's Petlad . .	5′ 6″	5-5-99	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State .	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16
	Tapti Valley . . .	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·51	4·15	*167·38
	Bombay, Baroda and Central India (including Palanpur-Deesa).	3′ 3½″	14-2-73	1,892·76	2·82	..	1,895·58	1,898·41	389·41	26·90	2,314·72
	Ahmedabad-Parantij . .	3′ 3½″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra . . .	3′ 3½″	1-6-98	40·28	..	..	40·28	40·28	5·68	13·30	59·26
	Gaekwar's Mehsana . .	3′ 3½″	21-3-87	254·82	..	..	254·82	254·82	28·14	3·31	*286·27
	Jaipur State . . .	3′ 3½″	10-11-05	181·11	..	..	181·11	181·11	11·96	..	193·07
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	6·99	1·67	80·94
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	2·14	5·08	37·90
	Godhra-Lunavada . .	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·78	0·85	28·12
	Nadiad-Kapadvanj . .	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·33	32·99
	Rajpipla State . . .	2′ 6″	1-7-97	58·06	..	..	58·06	58·06	3·01	0·99	62·06
	Piplod-Devgad Baria .	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·55	1·02	11·09
	Total—4 .			3,682·46	242·41	19·44	3,944·31	4,244·78	821·99	174·63	5,241·40
5	Burma	3′ 3½″	1-5-77	1,850·40	206·85	..	2,057·25	2,264·10	456·35	120·20	2,840·65

*0·26 miles treble and 19·18 miles quadruple.

for the year 1932-33—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India (including Palanpur-Deesa).
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	Halvad to Malia ..	26·00	..	..	Indian State lines.	Dhrangadra.
..	..	Khalipur to Khakhal Wagrod to Khareda Vijapur to Ransipur	17·22 12·44 14·01	..	..		Gaekwar's Mehsana.
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		69·67		..		Total—4.
..	..	Trans.-Irrawaddy section of Minbu and Pakokku District Rys. (Malun to end).	270·87	Taungdwingyi to Patanago.§ Irrawaddy Bridge at Sagaing and Approaches.	41·00 4·86	State line.	Burma.
	..		270·87		45·86		Total—5.

H4CR Accts.

§. Work suspended.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1933.				TRACK MILEAGE OPEN ON 31ST MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal—	5′ 6″	2-1-62	675·00	145·57	22·60 (quadruple).	843·17	1,056·58	518·82	28·84	1,604·24
	Sara-Sirajganj	5′ 6″	1-7-15	49·66	..	..	49·66	49·66	30·35	..	80·01
	Eastern Bengal	3′ 3⅜″	28-8-77	1,027·56	7·29	..	1,034·85	1,042·14	310·94	9·21	1,362·29
	Cooch Behar State	3′ 3⅜″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6			1,822·20	152·86	22·60	1,997·66	2,218·36	865·76	38·33	3,122·45
7	East Indian—	5′ 6″	15-8-54	†3,236·31	922·40	‡61·12	4,219·83	5,302·38	1,653·93	209·28	7,165·59
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·20	..	37·24
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·35	..	82·17
	Cawnpore-Burhwal link	3′ 3⅜″	24-11-96	(*a*)82·52	..	..	(*a*) 82·52	(*a*) 82·52	13·90	1·30	97·72
	Total—7			3,426·69	922·40	61·12	4,410·21	5,492·76	1,679·38	210·58	7,382·72
8	Great Indian Peninsula (*b*)	5′ 6″	18-4-53	2,357·97	774·97	32·74	3,165·68	4,038·87	1,013·85	106·12	5,158·84
	Bhopal-Itarsi (Indian State Section).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	24·53	1·55	82·72
	Bhopal-Ujjain	5′ 6″	11-11-95	113·28	..	..	113·28	113·28	6·99	2·71	122·98
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	7·89	2·17	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·65	..	..	42·65	42·65	2·33	0·36	45·34
	Dhond-Baramati	2′ 6″	20-5-14	27·26	..	..	27·26	27·26	1·25	0·45	28·96
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·63	126·21
	Pachora-Jamner	2′ 6″	1-4-18	34·76	..	..	34·76	34·76	1·48	0·88	37·12
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	0·96	0·54	23·33
	Total—8			2,919·27	774·97	32·74	3,726·98	4,600·17	1,065·05	117·41	5,782·63

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3⅜″) gauge line between Burhwal and Barabanki.

‡ 30·54 miles treble, 25·60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.

(*a*) Including the mixed gauge line referred to in the note marked with † above and also 2·18 miles of E. I. Railway metre gauge line at Benares.

(*b*) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

for the year 1932-33—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Dacca to Aricha ..	64·00	..	..	State line.	Eastern Bengal—
		..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
Tangla to Majbat	27·27	..	..	..	..	State line.	Eastern Bengal.
Majbat to Rangapara.	25·05						
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	52·32		64·00		..		Total—6.
Sultanpur-Zafarabad	56·78						
Calcutta Chord	9·34	..	..	..	..	State line.	East Indian—
Geenagarh Branch	0·86						
Sangam Station	1·13						
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Dehra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore-Burhwal link.
	68·11		..		..		Total—7.
..	..	..	..	**Khamgaon to Chikli	38·50	State line.	Great Indian Peninsula (5)—
..	..	..	..	**Kartal to Kamasin	58·66	Indian State lines.	Bhopal-Itarsi (Indian State Section).
..	..	Diwarkhed Akot-Akola Basin Railway.	91·00	**Amraoti to Narkhed	79·00		Bhopal-Ujjain.
..	..	..	..	**Belapur to Sheogaon	45·50		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arv.
	..		91·00		221·66		Total—8.

** Construction suspended.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. and N. W. Ry. company run and haul their trains and traffic over this line.

8.—Mileage Statement

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic	ROUTE MILEAGE OPEN ON 31ST MARCH 1933 / TRACK MILEAGE OPEN ON 31ST MARCH 1933							
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur—	3′ 3⅜″	24-6-82	751·36	..	..	751·36	751·36	101·03	13·26	865·65
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-92	174·41	..	..	174·41	174·41	38·05	5·22	217·68
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·14	0·48	53·12
	Total—9			975·27	..	..	975·27	975·27	142·22	18·96	1,136·45
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,066·92	48·17	3·71 (Quadruple).	1,118·80	1,178·10	292·06	9·86	1,480·02
	Kolar Gold-fields	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·77	3·10	15·75
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,661·79	..	..	1,661·79	1,661·79	225·39	2·27	1,889·45
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·61	..	240·10
	Bezwada-Masulipatam	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	8·96	0·09	60·85
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·10	..	..	51·10	51·10	18·28	..	69·38
	Total—10			3,177·87	48·17	3·71	3,229·75	3,289·05	586·75	15·32	3,891·12
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	62·45	10·89	403·52
	Bezwada Extension	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	4·92	2·41	153·02
	Karipalli-Kothagudam	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5′ 6″	14-1-30	166·25	..	..	166·25	166·25	7·37	..	173·62
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	60·83	2·29	457·31
	Parbhan-Purli	3′ 3⅜″	16-10-29	39·49	..	..	39·49	39·49	1·24	..	40·73
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	15·75	0·05	173·16
	Dhone Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·37	..	39·65
	Total—11			1,330·10	17·82	..	1,347·92	1,365·74	159·64	15·64	1,541·02

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Dronachellam station yard.

for the year 1932-33—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Phalodi to Pokaran.	33·00	..	..	Indian State line.	Jodhpur—
		Bilara to Jaitaran	16·00	..	..		
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (*a*).	Mirpur Khas-Khadro.
	..		49·00		..		Total—9.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta.
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields.
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..		Bangalore-Harihar (*b*).
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	Hindupur (*b*) (Yeavantpur-Mysore Frontier).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Belharshah.
..	..	Bhadrachelam Road to Ramaram.	1·99	..	..		Kazipalli-Kothagudam.
Mohamadabad Bidar to Udgir. Udgir to Parli	109·68	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dhone Kurnool.
	109·68		1·99		..		Total—11

(*a*) Receives land only from Government.
(*b*) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1933.				TRACK MILEAGE OPEN ON 31ST MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—	5′ 6″	13-5-61	4,669·99	882·69	..	5,552·68	6,435·37	1,734·84	225·50	8,395·71
	Shahdara Narowal	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·49	..	49·82
	Amritsar-Patti-Kasur	5′ 6″	21-9-06	54·79	..	..	54·79	54·79	7·44	..	62·23
	Bahawalnagar-Cholistan	5′ 6″	4-4-28	151·02	..	..	151·02	151·02	6·72	..	157·74
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	0·86	0·86	27·66
	Jullundur-Mukerian	5′ 6″	1-1-15	44·92	..	..	44·92	44·92	5·99	..	50·91
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	45·62	..	..	45·62	45·62	5·30	..	50·92
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·08	..	18·94
	Khanpur-Chachran	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Ludhiana-Dhuri-Jakhal	5′ 6″	10-4-01	78·50	..	..	78·50	78·50	6·09	..	84·59
	Mandra-Bhaun	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	2·21	1·46	50·35
	Rajpura-Bhatinda	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·86	0·08	128·72
	Sialkot-Narowal	5′ 6″	10-11-15	38·60	..	..	38·60	38·60	5·89	..	44·49
	Sirhind-Rupar	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	3·67	0·93	35·56
	Jacobabad-Kashmor	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·98	..	80·44
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	8·30	1·83	70·06
	Kangra Valley	2′ 6″	1-12-28	102·99	..	..	102·99	102 99	9·21	1·15	113·35
	Zhob Valley	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	12·54	..	186·38
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	6·12	4·22	72·20
	Larkana-Jacobabad	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·25	..	56·47
	Trans-Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	15·91	11·89	185·28
	Total—12			6,066·75	882·69	..	6,949·44	7,832·13	1,866·58	247·92	9,946·63

for the year 1932-33—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Classification	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	Lyallpur to Chananwala. †	109·84	State line.	North Western—
				Qadian to Beas †	29·58		
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Branch line under rebate terms.	Amritsar-Patti-Kasur.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Cholistan.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley.
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Trans-Indus (Kalabagh Bannu).
	..		..		139·42		Total—12.

† Work suspended.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1933.				TRACK MILEAGE OPEN ON 31ST MARCH 1933.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·67	2·46	294·85
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	60·98	11·97	386·17
	Total—13			569·62	1·16	..	570·78	571·94	94·65	14·43	681·02
14	South Indian—	5′ 6″	23-5-60	599·03	..	..	599·03	599·03	131·43	1·57	732·03
	South Indian	3′ 3⅜″	15-7-61	1,446·99	4·84	15·55	1,467·38	1,503·32	312·83	15·68	1,831·83
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal	3′ 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·12	..	16·77
	Podanur-Pollachi	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	.	29·46
	Pollachi-Palghat	3′ 3⅜″	1-4-32	34·00	.	..	34·00	34·00	3·28	..	37·28
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	Shoranur Cochin	3′ 3⅜″	2-6-02	64·73	..	..	64·73	64·73	10·11	2·04	76·88
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section)	3′ 3⅜″	1-6-02	49·58	..	..	49·58	147·97	26·56	0·29	174·82
	Travancore (Indian State Section).	3′ 3⅜″	1-6-04	98·39	..	..	98·39				
	Morappur-Hosur	2′ 6″	18-1-06	73·30	..	..	73·30	73·30	4·40	..	77·70
	Tirupattur-Krishnagiri	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14			2,506·08	4·84	15·55	2,526·47	2,562·41	508·54	19·76	3,090·71
	Total Class I			34,893·56	3,517·74	155·16	38,566·46	42,510·70	9,711·59	1,205·46	53,427·75

for the year 1932-33—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1933.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian—
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
Pollachi to Palghat	34·00	..	..	..	..	State line.	Pollachi Palghat.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (*British Section*).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	34·00		..		..		Total—14.
	264·11		580·48		417·80		Total Class 1.

* Although the property of the Travancore Durbar, it is treated as State line.

8.—Mileage Statement

Class II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1933.	Track mileage open on 31st March 1933.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	Class II Railways.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·35	224·92	Line subsidized by the Government of India.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	33·71	33·71	7·35	41·06	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-00	121·25	121·25	17·67	138·92	Line subsidized by the Government of India.*
	Total—2			154·96	154·96	25·02	179·98	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·01	307·01	50·65	357·66	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	795·85	795·85	80·13	875·98	
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	16-3-14	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	28·16	114·18	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-84	5·50	5·50	22·59	28·09	Unassisted Company's line.
	Total—6			91·52	91·52	50·75	142·27	
7	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	55·08	388·14	Indian State lines.
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	
	Total—7			355·73	355·73	57·10	412·83	
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	17·40	123·64	
	Jetalsar-Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	8·94	55·15	
	Khijadiya-Dhari	3′ 3⅜″	1-3-13	37·22	37·22	4·47	41·69	
	Total—8			189·67	189·67	30·81	220·48	
9	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·36	50·23	Line subsidized by District Board.
10	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	65·92	65·92	3·99	69·91	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	‡54·22	‡54·22	12·25	66·47	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	5·04	42·25	
	Total—10			157·35	157·35	21·28	178·63	
11	Junagad State	3′ 3⅜″	1-9-88	167·82§	167·82§	19·57	187·39	
12	Morvi	3′ 3⅜″	4-3-05	102·33	102·33	14·52	116·85	
13	Mysore	3′ 3⅜″	1-2-81	312·33	312·33	41·83	354·16	
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·95	107·15	Line guaranteed by Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—13			441·13	441·13	49·40	490·53	
14	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.*
	Total Class II			3,248·82	3,248·82	451·95	3,700·77	

* Receives land only from Government.
‡ Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for goods traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Veraval Dock Estate worked for goods traffic only.

for the year 1932-33—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1933.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
Section	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	..	..	(a) 1·65	..	4·15	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	..		(a) 1·65		4·15	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—5.
..	..		..	..	..	Dibru-Sadiya.
..	..		..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—6.
..	..	Mahuwa to Anawal	17·91	..	..	Gaekwar's Baroda State.
..	..	Umerpada to Bardipada	9·98			
..	..	Navsari to Kamrej	26·25			
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..	..	54·14		..	Total—7.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
	..		..		..	Total—8.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	Khambalia to Sulaya	8·96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		8·96		..	Total—10.
Visavadar-Dhari	19·49	Visavadar to Talala	26·51	Prachi Road to Una ..	27·93	Junagad State.
	19·49		26·51		27·93	Total—11.
..	..	..	..	..	..	Morvi.
..	..	Kollegal to Chamarajanagar.	22·14	Arasalu to Anandapuram	9·35	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
	..		22·14		9·35	Total—13.
..	..	Barout to Meerut	30·00	..	..	Shahdara (Delhi)-Saharanpur Light.
	19·49		143·49		41·43	Total Class II.

(a) Completed but not in use.

8.—*Mileage Statement*

CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1933.	TRACK MILEAGE OPEN ON 31ST MARCH 1933.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·40	67·73	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	4·76	57·00	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5			41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·97	35·97	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·38	76·38	Indian State line.
9	Deluri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	7·21	32·72	Line subsidized by the Government of India.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·28	325·20	Indian State line.
13	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	Line subsidized by District Board.
14	Jagadhri Light	2 0″	11-8-11	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
15	Jessore-Jhenidah	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
16	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
17	Kalighat-Falta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Kulaserkarapatnam Light	2′ 0″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
19	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.
20	Porbandar State	3′ 3⅜″	1-10-89	†41·29	†41·29	8·32	49·61	Indian State line.
21	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Line subsidized by District Board.
22	*Tirupati-Tiruchanur Light*	2′ 0″	..	..	..	..	..	Unassisted Companies' lines.
23	Trivellore Light	2′ 0″	17-9-21	2·37	2.37	0·14	2·51	
24	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	132·39	132·39	17·88	150·27	Indian State line.
	TOTAL CLASS III			1,145·60	1,147·01	119·85	1,266·86	

* Includes 1·06 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranwao quarry line worked for goods traffic.

for the year 1932-33—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1932-33.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31st MARCH 1933.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damoodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Dasghara-Jamalpurganj.
	..		..	..	..	Total—5.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	Dholpur to Rajakhera‡	22·34	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	..	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore-Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulaserkarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	Tirupati Tiruchanur	3·00	..	..	*Tirupati-Tiruchanur Light.*
..	..	..	..	..	..	Trivellore Light.
Garbor Road to Kamblighat.	22·32	..	..	Khamblighat Phulad Jn.	13·11	Udaipur-Chitorgarh.
	22·32		3·00		35·45	TOTAL CLASS III.

‡ Construction suspended.

9.—*Description of Class I Railways worked during the year 1932-33.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (5)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ GAUGE.														
Bengal-Nagpur	2,524·3	408	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,259·6	254	*Nil*	1·35	0·48	262·4	97·3	361·5	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	892·8	233	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,430·8	750	0·15	23·0	66·1	304·6	134·3	528·2	0·15	1 in 50	8·00	712	14·9	9·77
Great Indian Peninsula.	3,550·1	507	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 34	9·55	600	19·7	15·6
Madras and Southern Mahratta.	1,156·9	245	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·00	818	22·6	11·9
Nizam's State	624·6	102	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	(c) 4·40	(c) 1,300	18·9	20·2
North Western	6,264·8	945	108·2	115·1	252·6	261·1	258·2	995·2	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	733·0	136	*Nil*	19·1	57·0	139·1	52·5	258·7	1·16	1 in 62	7·16	800	35·9	22·7
Total	21,436·9	3,580	129·2	205·1	873·0	3,309·4	1,367·3	5,824·0						
3′ 3⅜″ GAUGE.														
Assam Bengal	1,329·7	298	10·2	47·8	31·3	182·3	40·3	311·9	10·1	(d) 1 in 37	15·0	382	14·9	35·2
Bengal and North Western.	2,190·4	367	0·11	1·52	3·73	8·41	8·86	22·6	0·11	1 in 50	8·73	656	13·0	7·95
Bombay, Baroda & Central India.	2,460·5	395	3·40	0·48	19·4	394·7	235·3	653·3	3·40	1 in 40	(e) 8·00	(e) 716	9·55	10·3
Burma	2,057·3	456	105·9	47·9	109·6	237·2	186·3	686·9	3·50	1 in 25	17·0	337	15·4	37·1
Eastern Bengal	1,028·3	212	0·34	0·63	3·97	49·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	973·7	147	0·51	*Nil*	1·55	226·0	68·5	296·6	0·51	1 in 50	8·00	716	8·68	11·3
Madras and Southern Mahratta.	2,079·7	320	17·5	54·3	623·3	398·7	111·0	1,204·8	15·7	1 in 40	12·0	478	20·8	31·4
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	561·6	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31	1 in 70	12·0	479	8·70	8·22 (g)
South Indian	1,828·8	447	24·0	45·4	84·4	371·3	139·3	664·4	1·51	1 in 13	(f) 11·5	500	13·0	17·4
Total	15,235·5	2,857	162·0	202·9	892·4	2,224·4	1,038·2	4,519·9						
2′ 6″ AND 2′ 0″ GAUGES.														
Bengal Nagpur	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·6	38·3
Bombay, Baroda & Central India.	224·2	66	2·28	1·73	29·7	34·6	17·7	86·0	0·35	1 in 50	28·7	200	17·6	43·3
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·3	37	*Nil*	1·81	60·8	63·4	14·5	140·5	0·10	1 in 80	12·0	478	18·4	49·2
North Western	685·8	89	111·2	46·6	88·2	93·2	4 ·	381·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,216·2	364	114·0	127·1	344·1	415·6	132·3	1,133·1						
GRAND TOTAL	38,888·6	6,051	405·2	535·1	2,109·5	5,949·4	2,477·8	11,477.0						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,303·0	630
	Class III Railways	1,150·2	317

(b) Excludes block huts, branch booking offices and out agencies.

(c) The figures are for the main line. The maximum curvature on the mineral Branch is 5·73° and radius = 1,000 ft.

(d) 1 in 37 on a straight compensated to 1 in 43 on curves.

(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.

(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).

(g) The figure is for plain section, the figure for ghat section being 322·44°.

10.—*Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1933.*

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives. Steam. Tender.	Locomotives. Steam. Tank.	Locomotives. Steam. Total.	Locomotives. Electric.	Locomotives. Total tractive effort lbs. Steam.	Locomotives. Total tractive effort lbs. Electric.	Rail motors. No.	Rail motors. Seats. Upper.	Rail motors. Seats. Lower.	Steam coaches. No.	Steam coaches. Seats. Upper.	Steam coaches. Seats. Lower.	Electric motor coaches. No. (in units.)	Electric motor coaches. Seats. Upper.	Electric motor coaches. Seats. Lower.	Electric motor coaches. Average weight in tons.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal-Nagpur	662	74	736	..	21,512,169	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	337	35	372	2	9,630,996	10,000	..	..	..	..	..	..	40	..	4,800	70
Eastern Bengal	246	73	319	..	7,614,509	..	..	..	..	1	..	..	..	..	..	..
East Indian	1,251	376	1,627	..	37,262,822	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	790	115	905	65	23,283,159	2,048,000	..	..	..	4	36	317	53	..	4,388	67
Madras and Southern Mahratta.	245	60	305	..	7,506,190	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	83	4	87	..	1,933,102	..	..	..	..	..	..	..	..	..	..	..
North Western	1,181	†97	†1,278	2	(a)32,766,048	58,352	2	..	12	3	..	252	..	..	..	..
South Indian	149	6	155	..	3,350,512	..	..	..	..	..	..	..	..	..	..	..
Total	4,944	840	5,784	69	144,859,507	2,116,352	2	..	12	13	96	1,059	93	..	9,188	69
3′ 3⅜″ Gauge.																
Assam-Bengal	188	16	204	..	2,867,264	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	380	14	394	..	4,916,610	..	..	..	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India.	402	66	468	..	6,921,600	..	..	..	..	3	36	307	..	..	..	..
Burma	317	89	406	..	7,049,655	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	219	6	225	..	3,483,556	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,382,348	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	365	6	371	..	5,958,174	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	70	12	82	..	1,257,276	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	77	3	80	..	1,006,570	..	..	..	..	..	..	..	..	..	..	..
South Indian	347	62	409	(b)6	5,613,247	(c) 41,600	3	..	220	..	..	..	17	370	350	29
Total	2,468	278	2,746	(b)6	40,456,300	(c) 41,600	3	..	220	7	36	587	17	370	350	29
2′ 6″ Gauge.																
Bengal-Nagpur	101	14	115	..	1,552,227	..	..	..	..	3	18	96	..	..	..	..
Bombay, Baroda and Central India.	6	19	25	..	213,730	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	10	10	..	35,145	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	70	31	101	..	1,430,942	..	7	86	..	3	33	45	..	..	..	..
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	197	87	284	..	3,685,913	..	7	86	..	6	51	141	..	..	..	..

† Includes one Petrol Locomotive.
(a) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(b) Includes 2 Battery Tenders.
(c) For 4 Electric Locomotives only.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1933*—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	487	189	340	4,576	41,200	36	96	..	120	1,050
Bombay, Baroda and Central India	(a)455	(b)1,506	(c)5,341	..	(d)42,822	34	..	96	..	1,708
Eastern Bengal	280	690	93	798	31,248	33	113	72	280	948
East Indian	1,227	1,200	1,968	10,494	114,110	341	256	471	50	18,041
Great Indian Peninsula	*737	1,320	935	143	†71,729	48	..	124	..	2,072
Madras and Southern Mahratta	208	80	300	..	22,940	190	24	247	36	8,490
Nizam's State	41	..	..	..	5,378	23	12	158	..	880
North Western	1,072	235	389	4,054	110,994	155	26	468	812	5,550
South Indian	145	..	104	..	14,522	..	..	..	..	..
Total	4,652	5,220	9,470	20,065	454,943	860	527	1,636	1,298	38,739
3′ 3⅜″ GAUGE.										
Assam-Bengal	234	..	..	..	16,608	..	..	..	..	..
Bengal and North-Western	433	..	..	725	38,694	621	306	504	1,352	22,096
Bombay, Baroda and Central India	751	120	60	..	57,601	228	378	612	..	3,411
Burma	494	44	..	..	34,961	149	48	48	..	5,111
Eastern Bengal	325	228	..	540	21,957	110	120	12	276	2,368
Jodhpur	70	8	..	..	5,591	57	33	80	312	692
Madras and Southern Mahratta	333	128	243	..	21,574	130	112	156	..	3,090
Nizam's State	42	..	..	..	3,988	61	108	240	..	1,972
Rohilkund and Kumaon	72	..	..	..	6,684	112	96	78	70	3,436
South Indian	(e)787	712	541	..	(f)50,526	14	..	..	..	436
Total	3,541	1,240	844	1,265	258,184	1,482	1,201	1,730	2,010	42,612

* Includes 102 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
† Includes 10,785 third class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
(e) Includes 34 bogies of Electric Stock.
(f) Includes 2,448 third class seats of Electric Stock.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1933*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE VAN OR MAIL ACCOMMODATION.

Bogies.					*Four-wheelers.*					Railway.
No.	Seats by classes.				No.	Seats by classes.				
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
152	1,759	2,310	1,564	1,633	16	90	161	17	29	Bengal Nagpur.
99	1,262	2,312	150	1,914	9	54	18	..	..	Bombay, Baroda and Central India.
257	2,004	3,058	10,014	9,159	18	152	212	54	72	Eastern Bengal.
470	3,231	6,371	10,751	13,023	33	226	307	84	118	East Indian.
*339	†3,535	†7,001	1,732	†6,752	3	18	36	..	..	Great Indian Peninsula.
133	502	1,737	1,587	5,540	31	102	179	125	191	Madras and Southern Mahratta.
19	208	620	..	270	9	54	117	..	..	Nizam's State.
711	4,619	6,547	13,532	29,895	70	522	639	..	30	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,246	17,840	31,774	39,330	69,246	189	1,218	1,669	280	440	Total.
										3′ 3¼″ GAUGE.
194	1,248	1,168	1,930	4,315	..	..	..	..	..	Assam Bengal.
73	468	678	1,099	1,119	103	429	438	460	964	Bengal and North Western.
153	1,242	1,581	162	2,354	32	192	192	..	..	Bombay, Baroda and Central India.
168	1,426	2,700	..	1,926	10	60	80	..	..	Burma.
155	1,006	935	1,988	2,715	54	198	198	204	264	Eastern Bengal.
42	130	190	673	967	11	29	42	13	..	Jodhpur.
94	398	693	418	1,715	22	88	132	..	..	Madras and Southern Mahratta.
14	132	295	..	196	10	63	138	..	..	Nizam's State.
23	147	216	308	588	20	67	69	139	139	Rohilkund and Kumaon.
155	1,099	2,269	177	1,807	5	30	40	..	..	South Indian.
1,071	7,296	10,665	6,755	17,702	267	1,156	1,329	816	1,367	Total.

*Includes 51 Bogies Electric Stock.

†Includes 641 first, 2,037 second and 1,542 third class seats of Electric Stock.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1933*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.									MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers.*							
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	136	..	..	276	7,836	8	..	..	52	219	..	..	13	382
Bombay, Baroda and Central India.	96	32	..	2,223	4,535	..	..	..	..	..	..	..	15	480
Eastern Bengal	214	..	..	1,220	17,789	7	..	..	96	167	..	..	2	72
East Indian	503	26	46	747	31,158	14	..	..	..	549	..	..	19	504
Great Indian Peninsula	268	91	238	115	13,630	..	..	..	..	..	58	3,288	32	1,130
Madras and Southern Mahratta.	130	..	..	..	7,877	35	..	..	..	976	..	..	6*	154
Nizam's State	15	..	..	..	600	2	..	..	..	72	..	..	..	..
North Western	469	188	223	1,854	23,139	..	..	..	..	..	18	1,134	37	964
South Indian	84	72	144	..	4,527	..	..	..	..	..	..	..	2	64
Total	1,915	409	651	6,435	111,091	66	..	..	148	1,974	76	4,422	126	3,750
3′ 3⅜″ GAUGE.														
Assam Bengal	138	..	..	1,326	3,640	52	..	..	208	..	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	21	..	..	..	516	..	..	2	24
Bombay, Baroda and Central India.	205	..	..	..	10,251	..	..	..	..	..	..	..	6	106
Burma	226	100	48	..	9,629	17	..	..	..	325	..	..	3	61
Eastern Bengal	153	..	..	156	6,149	4	..	..	..	63	..	..	2	30
Jodhpur	50	..	..	..	2,785	4	..	..	..	86	..	..	4	71
Madras and Southern Mahratta.	130	..	..	24	4,486	176	..	..	..	2,596	..	..	..	..
Nizam's State	21	..	128	..	577	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	80	1,001	1	..	..	13	19	..	..	1	25
South Indian	298	..	18	..	15,122	1	..	..	..	22	..	..	8	150
Total	1,282	100	194	1,586	55,678	281	..	..	221	3,795	..	..	28	513

* Six-Wheeled.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways on the 31st March 1933***—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5′ 6″ GAUGE.
...	..	..	..	6	32	..	..	854	Bengal-Nagpur.
1	7	..	..	13	156	*11	120	733	Bombay, Baroda and Central India.
2	6	..	..	4	20	..	..	817	Eastern Bengal.
16	48	..	..	22	149	..	..	2,645	East Indian.
5	20	..	..	20	139	4	11	1,514	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	741	Madras and Southern Mahratta.
†11	55	5	12	4	32	..	..	129	Nizam's State.
27	118	..	..	22	86	..	..	2,581	North Western.
..	..	..	..	2	16	..	..	299	South Indian.
64	258	6	14	96	651	17	143	10,313	Total.
									3′ 3⅜″ GAUGE.
1	2	1	5	1	3	..	..	623	Assam-Bengal.
1	2	2	4	..	..	14	22	1,312	Bengal and North-Western.
6	22	1	1	16	94	1	2	1,399	Bombay, Baroda and Central India.
3	4	..	..	15	105	..	..	1,085	Burma.
2	4	..	..	2	5	..	..	807	Eastern Bengal.
...	..	..	..	..	..	..	..	238	Jodhpur.
2	4	..	..	1	6	4	12	892	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	160	Nizam's State.
...	..	..	..	..	...	3	4	251	Rohilkund and Kumaon.
4	22	..	..	3	38	..	..	1,275	South Indian.
23	89	5	14	39	254	23	44	8,042	Total.

* Includes 4 six wheelers.
† Includes 3 first class State carriages.
‡ Six-wheeled.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1933*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	..	..	28	..	75	41	246	12	75
Bombay, Baroda and Central India	..	..	..	..	57	19	114	87	2
Eastern Bengal	3	..	..	..	38	40	240	109	64
East Indian	..	..	4	14	233	154	924	54	51
Great Indian Peninsula	9	..	2	..	99	88	477	47	315
Madras and Southern Mahratta	..	..	..	4	40	27	162	98	1
Nizam's State	..	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	149	894	168	439
South Indian	3	..	..	..	25	17	102	59	..
Total	31	..	34	19	695	548	3,237	634	957
3′ 3⅜″ GAUGE									
Assam-Bengal	8	18	..	..	27	12	48	5	39
Bengal and North-Western	..	..	..	..	21	30	120	..	3
Bombay, Baroda and Central India	..	..	..	..	47	35	140	23	†6
Burma	31	..	..	..	73	25	100	31	121½
Eastern Bengal	7	..	..	1	36	34	136	84	53
Jodhpur	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	33	36	144	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	7	12	48	..	7
South Indian	11	..	5	..	38	46	108	11	13
Total	57	18	8	1	290	250	924	205	261

*Includes 2 State V ehicles (a dynamo van and a kitchen and third class bogie).
†Includes 3 Insulated cars.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1933—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

BRAKE VANS USED EXCLUSIVELY ON PASSENGER SERVICE.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units. (Cols. 46, 58 to 60.)	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.			No.	Berths.	
No.	No.					
58	59	60	61	62	63	64
						5′ 6″ GAUGE.
..	2	231	1,087	78	(a) 120	Bengal Nagpur.
25	14	165	937	20	40	Bombay, Baroda and Central India.
—	12	254	1,083	58	(b) 110	Eastern Bengal.
..	89	510	3,244	332	266	East Indian.
15	47	560	2,136	217	373	Great Indian Peninsula.
..	46	170	957	103	310	Madras and Southern Mahratta.
..	9	34	‡172	9	17	Nizam's State.
..	180	890	3,651	240	406	North Western.
..	..	104	403	32	26	South Indian.
40	399	2,918	13,670	1,089	1,668	Total.
						3′ 3¼″ GAUGE.
..	..	109	732	114	302	Assam Bengal.
..	163	54	1,529	32	48	Bengal and North-Western.
23	12	111	1,545	32	56	Bombay, Baroda and Central India.
—	..	281	1,366	78	156	Burma.
—	29	215	1,051	77	(c) 103	Eastern Bengal.
4	10	22	274	50	135	Jodhpur.
..	..	127	1,019	115	124	Madras and Southern Mahratta.
..	15	18	(d)193	25	18	Nizam's State.
..	..	29	280	12	16	Rohilkund and Kumaon.
..	..	124	1,399	64	84	South Indian.
27	229	1,090	9,388	599	1,042	Total.

‡ Includes 18 units of State Stock for private use.

(a) Excludes 16 chairs.
(b) Excluding those of one Inspection Car.
(c) Excluding those of one Inspection car, 1 tender to saloon, and 1 electric charging van.
(d) Includes 7 units of State Stock for private use.

10.—Statement of Equipment showing the actual stock running on **C.—Goods**

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.												
Bengal-Nagpur .	3,558	4,247	..	..	153,920	991	11,961	..	..	278,998	232	..
Bombay, Baroda & Central India.	944	4,961	..	..	124,246	287	1,909	*10	7	47,269	..	28
Eastern Bengal .	1,594	5,175	..	2	129,367	97	54	1	2	2,754	272	326
East Indian .	1,084	31,172	6	2	630,509	548	12,861	22	4	277,174	330	2
Great Indian Peninsula.	2,544	7,838	..	1,057	248,802	457	2,730	..	224	74,603	1,180	180
Madras & Southern Mahratta.	716	3,440	..	..	88,381	179	884	..	73	24,924	129	157
Nizam's State .	..	789	..	..	16,658	..	771	..	..	16,634	..	515
North Western .	2,623	20,502	203	103	488,534	22	2,371	..	101	53,332	404	1,536
South Indian .	..	1,301	..	..	29,399	1	518	..	..	11,759	..	..
Total .	13,063	79,425	209	1,164	1,909,816	2,582	34,059	†33	411	787,447	2,547	2,744

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 3¼″ Gauge.												
Assam-Bengal .	638	3,970	100	..	52,063	17	..	44	..	1,050	35	..
Bengal & North-Western.	4,101	5,491	984	..	121,312	..	..	..	..	..	449	350
Bombay, Baroda & Central India.	103	5,550	462	95	80,973	224	129	479	14	12,677	..	413
Burma . .	..	6,464	..	193	89,352	..	..	..	..	..	459	992
Eastern Bengal .	959	1,903	604	850	63,064	..	10	..	12	441	365	137
Jodhpur . .	..	1,515	496	3	22,475	..	..	..	..	..	..	97
Madras & Southern Mahratta.	1,174	3,453	1,517	42	79,271	..	787	102	..	14,562	22	309
Nizam's State .	..	989	..	..	12,677	..	§75	..	..	772	..	256
Rohilkund and Kumaon.	325	947	874	..	30,346	..	..	30	..	540	34	217
South Indian .	893	1,238	1,711	45	56,879	255	346	129	349	16,077	..	..
Total .	8,193	31,520	6,748	1,228	608,412	496	1,347	784	375	46,119	1,364	2,771

* The figure in this column for the last year should be 23 instead of 32 as printed.
† The figure in this column for the last year should be 46 instead of 55 as printed.
§ Includes 20 high-sided wagons coupled to goods brake vans.

Class I Railways on the 31st March 1933—Broad and metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units)	Railway service vehicles (including inspection trollies). (In units).	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	6	27	28	29
															5′ 6″ GAUGE.
..	..	3,944	18	10	281	569	30	171	1,118	23,186	521	163	69	2	B. N.
51	223	11,030	909	14	..	..	30	150	183	9,706	224	511	14	10	B. B. & C. I.
168	..	16,181	..	4	39	87	56	88	103	8,068	82	117	27	9	E. B.
..	..	3,890	110	37	36	406	70	301	348	47,339	1,096	1,176	114	27	E. I.
..	..	21,283	1,988	32	200	70	79	167	20	18,766	631	(c) 710	93	(a)23	G. I. P.
..	..	4,015	5	23	99	9	56	88	7	5,865	218	280	29	1	M. & S. M.
..	..	10,327	..	..	10	..	..	..	..	2,085	43	133	5	12	N. S.
7	151	46,418	4	56	80	438	101	376	5	29,083	482	448	93	20	N. W.
..	..	..	..	13	140	12	9	9	3	2,006	64	166	6	..	S. I.
226	374	117,088	3,034	189	885	1,591	431	1,350	1,787	146,104	3,361	(d)3,698	450	(b)104	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¼″ GAUGE.
..	..	350	14	1	..	208	118	58	52	5,255	2	595	19	2	A. B.
28	..	8,629	..	..	280	100	20	6	1	11,810	110	27	47	1	B. & N.-W.
353	..	11,541	907	27	12	145	6	27	58	9,004	132	640	48	..	B. B. & C. I.
..	158	21,376	742	9	310	527	9	61	16	9,940	252	354	106	..	Burma.
..	108	7,128	..	8	110	158	11	55	10	5,300	71	108	30	..	E. B.
70	223	6,728	47	3	..	..	5	14	..	2,473	46	85	2	..	Jodhpur.
30	..	4,616	119	14	161	9	26	60	227	8,052	257	121	51	..	M. & S. M.
..	2	3,103	..	..	20	..	1	3	..	1,346	38	135	6	3	N. S.
..	..	2,760	..	2	81	40	..	..	7	2,557	57	59	24	1	R. & K.
5	..	95	..	9	30	145	39	97	9	5,300	210	1,525	20	1	S. I.
486	491	66,326	1,829	73	1,004	1,332	235	381	380	61,037	1,175	3,649	353	8	Total.

(a) The figure in this column for the last year should be 23 instead of '*Nil*'.
(b) The figure in this column for the last year should be 104 instead of 81.
(c) The figure in this column for the last year should be 712 instead of 662.
(d) The figure in this column for the last year should be 3,872 instead of 3,822.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1933—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.)					Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trail ers for public use in units.
	No. (in units).	Seats by Classes.							
		1st.	2nd.	Inter.	3rd.				
1	2	3	4	5	6	7	8	9	10
2′ 6″ Gauge.									
Bengal-Nagpur	383	528	547	932	10,364	28	411	18	3
Bombay, Baroda and Central India	67	(*b*)	176	(*b*)	3,322	..	67	..	..
Eastern Bengal	58	86	24	121	1,126	..	58	1	..
Great Indian Peninsula	48	66	(*a*)	..	1,878	2	50	1	..
North Western	314	498	684	972	9,508	68	382	(*e*)15	..
South Indian	(*c*)34	40	..	..	(*c*)783	(*d*)	34	1	..
Total	(*c*)904	1,218	1,431	2,025	(*c*)26,981	98	1,002	36	3

GOODS STOCK—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans.)		Railway service wagons (In units).	Remarks.
	Number. (In units).	Total capacity in tons.		
1	2	3	4	5
2′ 6″ Gauge.				
Bengal Nagpur	*2,034	**30,745	20	
Bombay, Baroda and Central India	†323	††3,926	6	
Eastern Bengal	‡28	‡‡120	..	
Great Indian Peninsula	§206	§§3,220	29	
North Western	¶828	¶¶11,870	89	
South Indian	78	765	..	
Total	3,497	50,646	144	

* Includes 304 special wagons.
† Includes 20 special wagons.
‡ Includes 6 special wagons.
§ Includes 5 special wagons.
¶ Includes 127 special wagons.
(*a*) Included in column 3.
(*b*) Included in next column.

** Includes 3,261 tons carrying capacity of 304 special wagons.
†† Includes 75 tons carrying capacity of 20 special wagons.
‡‡ Includes 29 tons carrying capacity of 6 special wagons.
§§ Includes 30 tons carrying capacity of 5 special wagons.
¶¶ Includes 1,146 tons carrying capacity of 127 special wagons.
(*c*) Includes 11 carriages shown under "Other coaching vehicles" last year.
(*d*) See remarks against (*c*)
(*e*) The figure 12 shown last year in this column should be 15.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS OF, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1932-33.

11.—Statement of net additions to, or reductions of

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric motor coaches.		Coaching-veh used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	Ist.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—12	..	—116,523	..	..	..	..	..	..	4	122
Bombay, Baroda and Central India	—14	..	—295,025	..	..	..	..	..	..	12	35
Eastern Bengal	—4	..	—16,686	..	..	..	..	..	..	64	92
The Indian	..	..	118,527	..	..	..	42	..	..	—74	—278
Great Indian Peninsula	—57	..	—1,411,762	..	..	..	..	..	—60	—77	—145
Madras and Southern Mahratta	..	..	—15,629	..	..	..	..	..	..	4	—8
Nizam's State	—1	..	—7,305	..	..	..	..	..	..	—8	—48
North Western	7	..	872,304	..	..	..	..	..	..	—13	—86
South Indian	5	..	144,238	..	..	..	..	..	..	16	132
Total	—76	..	—727,861	..	..	..	42	..	—60	—72	—184
3′ 3⅜″ gauge.											
Assam-Bengal	3	..	57,128	..	..	..	..	..	..	15	48
Bengal and North-Western	—3	..	7,903	..	..	..	..	..	..	16	54
Bombay, Baroda and Central India	—15	..	—51,987	..	..	..	..	..	..	—20	—90
Burma	—8	..	—40,733	..	..	..	..	..	..	—43	—72
Eastern Bengal	—1	..	—3,133	..	..	..	..	..	..	—8	9
Jodhpur	—1	..	98	..	..	..	..	..	..	1	..
Madras and Southern Mahratta	8	..	148,516	..	..	..	..	..	..	—2	8
Nizam's State	..	..	2,076	..	..	..	..	..	..	2	..
Rohilkund and Kumaon	—1	..	—6,365	..	..	..	..	..	..	1	..
South Indian	—7	..	—42,370	—1	—16	..	..	..	..	—17	48
Total	—25	..	71,133	—1	—16	..	..	..	..	—55	—11
2′ 6″ & 2′ 0″ gauges.											
Bengal-Nagpur	..	..	..	..	..	..	..	..	..	9	..
Bombay, Baroda and Central India	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	1	..	4,512	..	..	..	..	..	..	3	12
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
North Western	—4	..	—45,701	—4	—24	3	78	..	..	—11	25
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	—3	..	—41,189	—4	—24	3	78	..	..	1	37

equipment of ***Class I Railways*** *during the year 1932-33—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages inspection trollies, Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages			Other coaching vehicles including brake vans. (in units).	Covered wagons.		Open wagons.		Special wagons including brake vans (in units).				
Seats.				No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
2nd.	Inter.	3rd.										
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
193	229	65	3	—5	3,472	—35	—346	..	..	7	..	Bengal Nagpur.
—443	827	1,802	—22	—191	—3,062	—35	—630	—4	..	—1	..	Bombay, Baroda and Central India.
98	958	4,392	1	—6	3,155	—72	—1,121	15	1	4	..	Eastern Bengal.
109	—476	—2,654	—30	—194	—3,386	—153	— 1,995	—82	—5	—173	..	East Indian.
—134	—27	—6,124	—36	38	1,021	—54	—794	—59	4	—4	..	Great Indian Peninsula.
—16	256	640	5	—7	—120	66	—3	—6	2	—12	..	Madras and Southern Mahratta.
—107	..	197	..	—40	—833	—39	—806	4	..	10	..	Nizam's State.
122	—1,291	—14,361	—27	—152	—2,650	—61	—1,034	—12	—7	1	..	North Western.
414	..	546	28	146	3,257	33	838	—30	7	—4	..	South Indian.
236	476	—14,909	—78	—411	854	—350	—5,891	—174	2	—172	..	Total.
												3′ 3¾″ GAUGE.
38	354	168	6	—10	—120	—32	—320	7	15	—2	..	Assam-Bengal.
30	—497	1,914	..	400	5,072	—22	—157	—9	..	47	..	Bengal and North Western.
—30	..	—777	—6	—367	—3,354	—29	—392	—25	..	8	..	Bombay, Baroda and Central India.
—128	..	—1,160	40	—1	—28	—135	—947	—4	..	10	..	Burma.
18	—2	—76	—18	—15	838	—72	—540	—22	1	—1	..	Eastern Bengal.
7	—2	—75	..	..	50	..	20	—1	..	—1	..	Jodhpur.
—12	..	80	..	—297	—2,632	—17	—210	—5	5	—14	..	Madras and Southern Mahratta.
..	..	158	..	..	—13	..	—4	..	..	..	..	Nizam's State.
..	..	..	..	—34	—318	—33	—264	—19	—1	24	..	Rohilkund and Kumaon.
—46	..	—848	4	—35	—305	—15	—239	—9	..	65	1	South Indian.
—123	—147	—616	26	—359	—810	—355	—3,053	—87	20	136	1	Total.
												2′ 6″ & 2′ 0″ GAUGES.
..	15	237	..	..	..	..	..	..	..	..	..	Bengal-Nagpur.
..	..	..	..	—4	—20	11	187	..	..	..	..	Bombay, Baroda and Central India.
..	—8	141	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	5	90	2	36	..	..	..	..	Great Indian Peninsula.
14	—144	28	5	—36	26	—22	—115	—6	..	..	..	North Western.
..	..	3	..	..	..	..	..	..	..	..	..	South Indian.
14	—137	409	5	—35	96	—9	108	—6	..	..	..	Total.

12.—Statement of Passenger Revenue Statistics of

Railway.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					Other traffic.	Passengers carried	
		1st.	2nd.	Inter.	3rd.	Total.		1st.	2nd.
1	2	3	4	5	6	7	(a) 8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1931-32*	*23,9*	*115,8*	*1,710,0*	*15,798,9*	*17,648,6*	*609,5*	*27,2*	*125,7*
	1932-33	20,8	99,2	1,577,8	15,025,3	16,723,1	598,0	23,7	109,3
Bombay, Baroda and Central India	*1931-32*	*61,2*	*2,074,3*	*54,3*	*52,593,8*	*54,783,6*	*1,919,3*	*68,0*	*2,108,8*
	1932-33	44,4	1,912,6	53,5	54,180,5	56,191,0	2,340,7	52,6	1,966,5
Eastern-Bengal	*1931-32*	*50,6*	*265,0*	*1,920,1*	*26,299,6*	*28,535,3*	*1,033,7*	*55,7*	*280,0*
	1932-33	45,5	205,5	1,644,6	24,042,0	25,937,6	965,6	50,4	219,5
East Indian	*1931-32*	*68,5*	*468,4*	*4,559,9*	*53,934,1*	*59,030,9*	*2,236,0*	*73,9*	*505,9*
	1932-33	59,7	406,7	3,716,5	52,763,1	56,946,0	2,309,4	70,2	446,7
Great Indian Peninsula	*1931-32*	*73,4*	*1,061,6*	*110,9*	*47,226,8*	*48,472,7*	*1,501,4*	*87,1*	*1,198,4*
	1932-33	58,2	914,7	86,2	49,829,3	50,888,4	1,732,8	71,2	960,3
Madras and Southern Mahratta	*1931-32*	*12,0*	*96,3*	*208,0*	*21,625,0*	*21,941,3*	*1,193,6*	*18,6*	*124,3*
	1932-33	10,8	87,8	230,8	19,834,8	20,164,2	1,185,5	16,4	113,5
Nizam's State	*1931-32*	*4,5*	*41,7*	*3,3*	*3,852,5*	*3,902,0*	*388,7*	*7,0*	*55,7*
	1932-33	4,2	37,8	2,7	3,530,9	3,574,7	388,5	6,6	50,4
North-Western	*1931-32*	*59,1*	*464,1*	*2,169,2*	*53,698,8*	*56,391,2*	*1,093,7*	*68,3*	*493,6*
	1932-33	49,5	339,3	2,031,4	54,878,7	57,298,9	1,077,8	56,9	363,7
South Indian	*1931-32*	*5,4*	*69,2*	*Nil*	*11,075,9*	*11,150,5*	*1,056,9*	*9,3*	*89,0*
	1932-33	5,1	75,7	Nil	11,167,8	11,248,6	1,045,7	8,2	89,0
TOTAL 5′ 6″ GAUGE	*1931-32*	*358,6*	*4,656,4*	*10,735,7*	*286,105,4*	*301,856,1*	*11,032,8*	*420,1*	*4,891,4*
	1932-33	298,2	4,079,3	9,343,5	285,251,5	298,972,5	11,644,0	356,2	4,318,9
3′ 3¾″ GAUGE.									
Assam Bengal	*1931-32*	*11,0*	*35,8*	*371,6*	*9,697,0*	*10,115,4*	*345,7*	*13,1*	*39,7*
	1932-33	10,4	32,8	295,3	9,874,3	10,212,8	299,0	12,4	36,0
Bengal and North Western	*1931-32*	*10,1*	*74,2*	*321,5*	*30,264,8*	*30,670,6*	*979,5*	*11,2*	*79,4*
	1932-33	11,2	77,9	317,9	28,923,2	29,330,2	942,8	12,3	82,1
Bombay, Baroda and Central India	*1931-32*	*11,9*	*92,1*	*6,8*	*22,408,4*	*22,519,2*	*2,673,8*	*18,5*	*134,9*
	1932-33	10,5	93,6	7,0	23,255,1	23,366,2	2,741,0	17,2	134,8
Burma	*1931-32*	*38,4*	*378,6*	*Nil*	*22,430,5*	*22,847,5*	*Nil*	*38,4*	*378,6*
	1932-33	31,9	298,2	Nil	20,878,9	21,209,0	Nil	31,9	298,2

Class I Railways for the years 1931-32 and 1932-33.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,734,5	*16,370,7*	*18,258,1*	*20,590,9*	*6,229*	*15,912*	*66,404*	*769,261*	*857,806*	Bengal-Nagpur.
1,600,1	15,588,0	17,321,1	19,474,7	5,562	14,956	61,586	727,230	809,334	
56,5	*54,469,6*	*56,702,9*	*82,631,5*	*9,029*	*39,794*	*12,588*	*1,092,805*	*1,154,216*	Bombay, Baroda and Central India.
57,3	56,455,3	58,531,7	85,314,7	8,396	37,570	11,742	1,094,061	1,151,769	
1,972,4	*27,260,9*	*29,569,0*	*38,645,8*	*4,191*	*12,189*	*46,125*	*606,463*	*668,968*	Eastern Bengal.
1,693,6	24,939,7	26,903,2	36,024,2	3,904	11,088	41,631	570,024	626,647	
4,631,6	*56,050,5*	*61,266,9*	*61,266,9*	*16,019*	*56,562*	*205,307*	*3,109,448*	*3,387,336*	East Indian.
3,792,7	54,945,8	59,255,4	59,255,4	14,716	54,409	187,276	3,029,342	3,285,743	
129,6	*48,649,0*	*49,974,1*	*50,667,8*	*19,479*	*59,720*	*22,673*	*1,644,998*	*1,746,870*	Great Indian Peninsula.
114,9	51,474,8	52,621,2	53,341,0	16,465	52,460	20,731	1,642,559	1,732,215	
215,4	*22,776,6*	*23,134,9*	*37,387,4*	*4,193*	*15,387*	*16,716*	*721,642*	*757,938*	Madras and Southern Mahratta.
239,4	20,980,4	21,349,7	34,646,5	3,711	13,380	18,215	678,139	713,445	
4,8	*4,223,2*	*4,290,7*	*9,587,2*	*973*	*5,486*	*602*	*162,107*	*169,168*	Nizam's State.
4,2	3,902,0	3,963,2	8,833,1	942	4,703	608	154,789	161,042	
2,208,1	*54,714,9*	*57,484,9*	*58,253,3*	*14,855*	*61,359*	*118,531*	*2,645,368*	*2,840,113*	North-Western.
2,066,4	55,889,7	58,376,7	59,139,6	12,492	47,811	111,100	2,530,408	2,701,811	
Nil	*12,109,1*	*12,207,4*	*55,885,8*	*1,103*	*6,806*	*Nil*	*298,217*	*306,126*	South Indian.
Nil	12,197,1	12,294,3	58,028,6	973	6,370	Nil	291,430	298,773	
10,952,9	*296,624,5*	*312,888,9*		*76,071*	*273,215*	*488,946*	*11,050,309*	*11,888,541*	TOTAL 5′ 6″ GAUGE.
9,568,6	296,372,8	310,616,5		67,161	242,747	452,889	10,717,982	11,480,779	
									3′ 3¾″ GAUGE.
393,4	*10,014,9*	*10,461,1*	*10,461,1*	*1,118*	*2,456*	*16,669*	*276,349*	*296,592*	Assam Bengal.
309,5	10,153,9	10,511,8	10,511,8	975	2,339	13,504	260,249	277,067	
338,2	*31,221,3*	*31,650,1*	*31,650,1*	*1,135*	*5,636*	*19,284*	*996,550*	*1,023,605*	Bengal and North-Western.
330,7	29,847,9	30,273,0	30,273,0	1,281	6,187	18,790	975,074	1,001,332	
13,0	*25,026,6*	*25,193,0*	†	*2,285*	*12,486*	*822*	*1,004,774*	*1,020,367*	Bombay, Baroda and Central India.
12,1	25,943,1	26,107,2	†	2,335	12,351	851	1,064,916	1,080,453	
Nil	*22,430,5*	*22,847,5*	*22,847,5*	*3,975*	*15,482*	*Nil*	*501,648*	*521,105*	Burma.
Nil	20,878,9	21,209,0	21,209,0	3,067	13,552	Nil	480,817	497,436	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys, but in Column 14 each passenger is considered to have performed one journey only on each Railway system.

†Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passe n. 1st. 9	2nd. 10
3′ 3¾″ GAUGE—*concld.*									
Eastern Bengal	*1931-32*	*7,3*	*37,6*	*328,2*	*7,797,2*	*8,170,3*	*1,308,3*	*12,3*	*49,8*
	1932-33	5,6	34,6	355,6	7,965,6	8,361,4	1,201,7	10,0	46,1
Jodhpur	*1931-32*	*2,0*	*17,4*	*83,5*	*2,638,3*	*2,741,2*	*322,8*	*3,2*	*23,3*
	1932-33	1,8	16,7	81,4	2,715,0	2,814,9	327,1	3,1	23,3
Madras and Southern Mahratta.	*1931-32*	*7,0*	*90,1*	*34,5*	*14,371,8*	*14,503,4*	*828,0*	*9,3*	*104,3*
	1932-33	5,6	90,1	35,0	13,411,8	13,542,5	845,8	7,4	101,0
Nizam's State	*1931-32*	*3,1*	*37,2*	*Nil*	*5,321,2*	*5,361,5*	*242,4*	*3,7*	*40,3*
	1932-33	3,0	36,7	Nil	4,903,3	4,943,0	262,3	3,5	41,0
Rohilkund and Kumaon	*1931-32*	*3,5*	*17,4*	*43,9*	*5,873,0*	*5,937,8*	*162,8*	*4,9*	*22,5*
	1932-33	3,1	17,3	43,4	6,005,4	6,069,2	172,7	4,3	22,9
South Indian	*1931-32*	*19,8*	*316,0*	*5,6*	*43,276,2*	*43,617,6*	*1,486,6*	*28,3*	*339,4*
	1932-33	19,1	327,4	6,0	45,532,2	45,884,7	1,090,3	27,9	362,2
TOTAL 3′ 3¾″ GAUGE	*1931-32*	*114,1*	*1,096,4*	*1,195,6*	*164,078,4*	*166,484,5*	*8,349,9*	*142,9*	*1,213,2*
	1932-33	102,2	1,025,3	1,141,6	163,464,8	165,733,9	7,882,7	130,0	1,147,6
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1931-32*	*1,1*	*8,7*	*71,5*	*2,374,1*	*2,455,4*	*185,6*	*1,8*	*12,6*
	1932-33	9	7,6	62,4	2,251,9	2,322,8	166,2	1,5	10,9
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*3,4*	*Nil*	*1,821,7*	*1,825,1*	*125,4*	*Nil*	*4,4*
	1932-33	Nil	3,8	Nil	1,923,2	1,927,0	123,3	Nil	4,5
Eastern Bengal	*1931-32*	*1*	*3,2*	*7,5*	*650,2*	*661,0*	*72,6*	*1*	*4,0*
	1932-33	..	2,4	7,3	577,9	587,6	68,7	..	3,0
Great Indian Peninsula	*1931-32*	‡	*1,8*	‡	*787,3*	*789,1*	*70,9*	‡	*2,2*
	1932-33	‡	1,4	‡	808,1	809,5	68,7	‡	1,8
North Western	*1931-32*	*3,9*	*14,5*	*24,6*	*922,6*	*965,6*	*185,1*	*6,4*	*20,7*
	1932-33	2,7	9,8	27,3	902,5	942,3	157,6	4,5	14,7
South Indian	*1931-32*	*2*	*Nil*	*Nil*	*476,0*	*476,2*	*49,5*	*4*	*Nil*
	1932-33	2	Nil	Nil	393,8	394,0	44,9	3	Nil
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1931-32*	*5,3*	*31,6*	*103,6*	*7,031,9*	*7,172,4*	*689,1*	*8,7*	*43,9*
	1932-33	3,8	25,0	97,0	6,857,4	6,983,2	629,4	6,3	34,9
TOTAL CLASS I RAILWAYS	*1931-32*	*478,0*	*5,784,4*	*12,034,9*	*457,215,7*	*475,513,0*	*20,071,8*	*571,7*	*6,148,5*
	1932-33	404,2	5,129,6	10,582,1	455,573,7	471,689,6	20,156,1	492,5	5,501,4

‡Included in the next column.

Class I Railways for the years 1931-32 and 1932-33—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ Gauge—*concld.*
379,0	*9,037,5*	*9,478,6*	‖	*1,147*	*2,663*	*11,628*	*348,487*	*363,925*	Eastern Bengal.
398,2	9,108,8	9,563,1	‖	1,021	2,591	11,162	336,894	351,668	
87,6	*2,949,4*	*3,064,0*	*3,064,0*	*401*	*2,584*	*3,743*	*141,037*	*147,765*	Jodhpur.
85,6	3,030,0	3,142,0	3,142,0	390	2,519	3,831	150,867	157,607	
38,5	*15,178,8*	*15,331,4*	‖	*1,410*	*8,636*	*4,157*	*483,573*	*497,776*	Madras and Southern Mahratta.
40,0	14,239,9	14,388,3	‖	1,123	7,063	4,435	458,971	471,592	
Nil	*5,559,9*	*5,603,9*	‖	*493*	*3,223*	*Nil*	*183,789*	*187,505*	Nizam's State.
Nil	5,160,8	5,205,3	‖	456	3,104	Nil	173,542	177,102	
47,0	*6,026,2*	*6,100,6*	*6,100,6*	*546*	*1,900*	*2,012*	*152,191*	*156,649*	Rohilkund and Kumaon.
46,5	6,168,2	6,241,9	6,241,9	432	1,944	2,017	157,749	162,142	
5,7	*44,730,8*	*45,104,2*	‖	*2,562*	*17,424*	*996*	*1,037,165*	*1,058,147*	South Indian.
6,0	46,578,9	46,975,0	‖	2,355	16,471	1,017	1,043,458	1,063,301	
1,302,4	*172,175,9*	*174,834,4*		*15,072*	*72,490*	*59,311*	*5,125,563*	*5,272,436*	Total 3′ 3⅜″ Gauge.
1,228,6	171,110,4	173,616,6		13,435	68,121	55,607	5,102,537	5,239,700	
									2′ 6″ and 2′ 0″ Gauges.
82,3	*2,544,3*	*2,641,0*	‖	*99*	*657*	*2,947*	*78,692*	*82,395*	Bengal-Nagpur.
72,0	2,404,6	2,489,0	‖	78	617	2,510	75,080	78,285	
Nil	*1,946,1*	*1,950,5*	‖	*Nil*	*97*	*Nil*	*26,793*	*26,890*	Bombay, Baroda and Central India.
Nil	2,045,8	2,050,3	‖	Nil	96	Nil	28,888	28,984	
9,2	*720,3*	*733,6*	‖	..	*50*	*71*	*6,288*	*6,409*	Eastern Bengal.
8,5	644,8	656,3	‖	..	39	70	5,505	5,614	
‡	*857,8*	*860,0*	‖	‡	*55*	‡	*14,685*	*14,740*	Great Indian Peninsula.
‡	876,4	878,2	‖	‡	48	‡	14,826	14,874	
30,6	*1,093,0*	*1,150,7*	‖	*366*	*1,036*	*1,078*	*37,427*	*39,907*	North Western.
32,5	1,048,2	1,099,9	‖	276	812	1,095	33,278	35,461	
Nil	*525,3*	*525,7*	‖	*9*	*Nil*	*Nil*	*8,647*	*8,656*	South Indian.
Nil	438,6	438,9	‖	9	Nil	Nil	7,066	7,075	
122,1	*7,686,8*	*7,861,5*		*474*	*1,895*	*4,096*	*172,532*	*178,997*	Total 2′ 6″ and 2′ 0″ Gauges.
113,0	7,458,4	7,612,6		363	1,612	3,675	164,643	170,293	
12,377,4	*476,487,2*	*496,584,8*	*489,039,9*	*91,617*	*347,600*	*552,353*	*16,348,404*	*17,339,974*	Total Class I Railways.
10,910,2	474,941,6	491,845,7	485,435,5	80,959	312,480	512,171	15,985,162	16,890,772	

(a) See note (a) on page 93.

‖ Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ GAUGE.						
Bengal-Nagpur	*1931-32*	*228·9*	*126·6*	*38·3*	*47·0*	*47·0*
	1932-33	234·2	136·9	38·5	46·7	46·7
Bombay, Baroda and Central India	*1931-32*	*132·7*	*18·9*	*222·6*	*19·3*	*20·4*
	1932-33	159·6	19·1	204·7	19·4	19·7
Eastern Bengal	*1931-32*	*75·2*	*43·5*	*23·4*	*22·2*	*22·6*
	1932-33	77·5	30·5	24·6	22·9	23·3
East Indian	*1931-32*	*203·0*	*112·0*	*44·0*	*55·0*	*55·0*
	1932-33	210·0	122·0	49·0	55·9	55·0
Great Indian Peninsula	*1931-32*	*223·6*	*53·9*	*174·9*	*33·8*	*35·0*
	1932-33	231·3	54·6	180·5	31·9	32·9
Madras and Southern Mahratta	*1931-32*	*225·5*	*123·8*	*77·6*	*31·7*	*32·8*
	1932-33	225·8	117·9	76·1	32·3	33·4
Nizam's State	*1931-32*	*138·7*	*98·4*	*126·8*	*38·4*	*39·4*
	1932-33	142·8	93·3	143·0	39·7	40·6
North Western	*1931-32*	*217·3*	*124·3*	*53·7*	*43·3*	*49·4*
	1932-33	219·6	131·5	53·8	45·3	46·3
South Indian	*1931-32*	*118·4*	*76·5*	*Nil*	*24·6*	*25·1*
	1932-33	118·0	71·6	Nil	23·9	24·3
TOTAL 5′ 6″ GAUGE	*1931-32*	*181·1*	*55·9*	*44·7*	*37·3*	*38·0*
	1932-33	188·5	56·2	47·3	36·2	37·0
3′ 3½″ GAUGE.						
Assam Bengal	*1931-32*	*85·6*	*61·9*	*42·4*	*27·6*	*28·4*
	1932-33	78·6	64·9	43·6	25·6	26·4
Bengal and North-Western	*1931-32*	*100·9*	*71·1*	*57·0*	*31·9*	*32·3*
	1932-33	104·2	75·3	56·8	32·7	33·1
Bombay, Baroda and Central India	*1931-32*	*123·7*	*92·6*	*63·3*	*40·2*	*40·5*
	1932-33	136·0	91·6	70·4	41·1	41·4
Burma	*1931-32*	*103·6*	*40·9*	*Nil*	*22·4*	*22·8*
	1932-33	96·3	45·4	Nil	23·0	23·5

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over **two** or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1931-32 and 1932-33—contd.

Earnings from passengers carried (including refunds and remissions in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5′ 6″ gauge.
5,78	*7,33*	*14,01*	*1,29,95*	*1,57,07*	*17·8*	*8·85*	*4·05*	*3·24*	*3·52*	Bengal-Nagpur.
5,28	6,87	12,65	1,24,38	1,49,18	18·2	8·82	3·94	3·28	3·54	
7,82	*15,74*	*3,52*	*1,71,06*	*1,98,14*	*16·6*	*7·59*	*5·37*	*3·01*	*3·29*	Bombay, Baroda and Central India.
7,22	15,31	3,30	1,75,98	2,01,81	16·5	7·82	5·39	3·09	3·36	
3,80	*6,32*	*9,72*	*99,82*	*1,19,66*	*17·4*	*9·96*	*4·04*	*3·15*	*3·43*	Eastern-Bengal.
3,46	5,91	8,85	95,80	1,14,02	17·0	10·2	4·08	3·22	3·49	
12,41	*21,58*	*38,90*	*4,34,99*	*5,07,88*	*14·9*	*7·32*	*3·64*	*2·68*	*2·88*	East Indian.
12,30	21,40	35,57	4,32,59	5,01,86	16·1	7·55	3·65	2·74	2·93	
18,26	*25,52*	*6,87*	*2,92,90*	*3,43,55*	*18·0*	*8·20*	*5·81*	*3·42*	*3·78*	Great Indian Peninsula.
16,63	24,86	6,99	3,00,75	3,49,23	19·4	9·10	6·48	3·52	3·87	
4,07	*7,20*	*5,15*	*1,30,16*	*1,46,58*	*18·6*	*8·98*	*5·91*	*3·46*	*3·71*	Madras and Southern Mahratta.
4,19	7,05	5,59	1,33,20	1,50,03	21·7	10·1	5·89	3·77	4·04	
81	*2,24*	*16*	*26,61*	*29,82*	*16·0*	*7·85*	*4·89*	*3·15*	*3·38*	Nizam's State.
92	2,29	18	27,13	30,52	18·8	9·34	5·75	3·36	3·64	
11,54	*22,68*	*27,83*	*4,13,99*	*4,76,04*	*14·9*	*7·09*	*4·51*	*3·00*	*3·22*	North Western.
10,64	20,71	26,29	4,16,17	4,73,81	16·3	8·32	4·54	3·16	3·37	
1,33	*3,87*	*Nil*	*56,22*	*61,42*	*23·2*	*10·9*	*Nil*	*3·62*	*3·85*	South Indian.
1,40	3,75	Nil	55,49	60,64	24·9	10·3	Nil	3·53	3·74	
65,82	*1,12,48*	*1,06,16*	*17,55,70*	*20,40,16*	*16·6*	*7·90*	*4·17*	*3·05*	*3·29*	Total 5′ 6″ gauge.
62,04	1,08,15	99,42	17,61,49	20,31,10	17·7	8·55	4·21	3·16	3·40	
										3′ 3⅜″ gauge.
1,64	*1,79*	*4,18*	*57,32*	*64,93*	*28·2*	*13·9*	*4·80*	*3·90*	*4·20*	Assam Bengal.
1,41	1,64	3,39	52,96	59,40	27·8	13·5	4·80	3·90	4·11	
78	*2,28*	*3,55*	*1,25,69*	*1,32,30*	*13·2*	*7·75*	*3·54*	*2·42*	*2·48*	Bengal and North Western.
87	2,31	3,38	1,25,14	1,31,70	12·3	6·89	3·32	2·40	2·45	
2,23	*6,25*	*19*	*1,68,06*	*1,76,73*	*18·7*	*9·61*	*4·49*	*3·20*	*3·33*	Bombay, Baroda and Central India.
2,36	6,39	20	1,82,41	1,91,36	19·4	9·93	4·55	3·24	3·40	
3,39	*6,09*	*Nil*	*88,19*	*97,67*	*16·3*	*7·52*	*Nil*	*3·36*	*3·58*	Burma.
2,86	5,68	Nil	84,77	93,31	17·8	8·01	Nil	3·37	3·58	

12.—*Statement of Passenger Revenue Statistics of* **Class I Railways**

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1931-32*	*93·1*	*53·5*	*30·7*	*38·6*	*38·4*
	1932-33	101·8	56·2	28·0	37·0	36·8
Jodhpur	*1931-32*	*124·6*	*108·4*	*42·7*	*47·8*	*48·2*
	1932-33	126·0	108·2	44·7	49·8	50·2
Madras and Southern Mahratta	*1931-32*	*151·4*	*82·4*	*108·0*	*31·9*	*32·5*
	1932-33	152·0	70·0	110·9	32·2	32·8
Nizam's State	*1931-32*	*134·5*	*80·0*	*Nil*	*33·1*	*33·5*
	1932-33	130·2	75·7	Nil	33·6	34·0
Rohilkund & Kumaon	*1931-32*	*111·0*	*84·3*	*42·8*	*25·3*	*25·7*
	1932-33	101·7	84·8	43·4	25·6	26·0
South Indian	*1931-32*	*90·5*	*51·3*	*174·9*	*23·2*	*23·5*
	1932-33	84·6	45·5	169·4	22·4	22·6
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*105·4*	*59·8*	*45·6*	*29·8*	*30·2*
	1932-33	103·3	59·4	45·3	29·8	30·2
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1931-32*	*56·4*	*52·3*	*35·8*	*30·9*	*31·2*
	1932-33	52·7	56·9	34·8	31 2	31·5
Bombay, Baroda and Central India	*1931-32*	*Nil*	*22·4*	*Nil*	*13·8*	*13·8*
	1932-33	Nil	21·2	Nil	14·1	14·1
Eastern Bengal	*1931-32*	*5·40*	*12·4*	*7·70*	*8·73*	*8·74*
	1932-33	5·27	12·7	8·28	8·54	8·55
Great Indian Peninsula	*1931-32*	‡	*25·9*	‡	*17·1*	*17·1*
	1932-33	‡	26·4	‡	16·9	16·9
North-Western	*1931-32*	*57·0*	*50·0*	*35·3*	*34·2*	*34·7*
	1932-33	61·2	55·3	33·7	31·7	32·2
South Indian	*1931-32*	*23·5*	*Nil*	*Nil*	*16·5*	*16·5*
	1932-33	32·2	Nil	Nil	16·1	16·1
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1931-32*	*54·5*	*43·2*	*33·6*	*22·4*	*22·8*
	1932-33	57·6	46·2	32·5	22·1	22·4
TOTAL CLASS I RAILWAYS	*1931-32*	*160·3*	*56·5*	*44·6*	*34·3*	*35·0*
	1932-33	164·4	56·8	46·9	33·7	34·3

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

‡ Included in the next column.

for the years 1931-32 and 1932-33—concld.

Earnings from passengers carried including refunds and remissions (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						3′ 3⅜″ gauge—*concld.*
1,04	*1,38*	*2,45*	*57,19*	*62,06*	*17·3*	*9·88*	*4·01*	*3·12*	*3·25*	Eastern Bengal.
92	1,38	2,37	56,46	61,13	17·0	10·1	4·04	3·19	3·31	
47	*1,50*	*97*	*27,50*	*30,44*	*22·6*	*11·1*	*5·00*	*3·74*	*3·96*	Jodhpur.
44	1,45	99	29,48	32,36	21·7	11·0	4·98	3·75	3·94	
1,35	*4,33*	*1,30*	*86,80*	*93,78*	*18·4*	*9·64*	*5·99*	*3·45*	*3·62*	Madras and Southern Mahratta.
1,26	3,88	1,38	89,93	96,45	21·6	10·5	5·99	3·76	3·93	
42	*1,30*	*Nil*	*28,07*	*29,79*	*16·2*	*7·75*	*Nil*	*2·93*	*3·05*	Nizam's State.
38	1,25	Nil	26,90	28,53	16·1	7·72	Nil	2·98	3·09	
62	*1,01*	*48*	*20,09*	*22,20*	*21·8*	*10·2*	*4·57*	*2·53*	*2·72*	Rohilkund and Kumaon.
49	1,01	49	20,78	22,77	21·6	9·99	4·63	2·53	2·70	
3,09	*8,97*	*39*	*1,85,70*	*1,98,15*	*21·4*	*9·13*	*7·50*	*3·39*	*3·53*	South Indian.
2,88	8,47	40	1,88,08	1,99,83	21·9	9·13	7·61	3·42	3·55	
15,03	*34,90*	*13,51*	*8,44,61*	*9,08,05*	*19·1*	*9·24*	*4·37*	*3·16*	*3·31*	Total 3′ 3⅜″ gauge.
13,87	33,46	12,60	8,56,91	9,16,84	19·8	9·43	4·35	3·22	3·36	
										2′ 6″ and 2′ 0″ gauges.
10	*32*	*63*	*13,48*	*14,53*	*19·0*	*9·50*	*4·14*	*3·29*	*3·39*	Bengal-Nagpur.
8	31	54	13,16	14,09	19·3	9·75	4·13	3·37	3·46	
Nil	*9*	*Nil*	*4,67*	*4,76*	*Nil*	*17·0*	*Nil*	*3·35*	*3·40*	Bombay, Baroda and Central India.
Nil	8	Nil	4,97	5,05	Nil	16·5	Nil	3·30	3·34	
..	*4*	*1*	*1,27*	*1,32*	*20·6*	*14·2*	*4·03*	*3·88*	*3·96*	Eastern Bengal.
..	3	1	1,08	1,12	17·0	14·2	3·99	3·77	3·84	
‡	*3*	‡	*3,72*	*3,75*	‡	*12·7*	‡	*4·87*	*4·90*	Great Indian Peninsula.
‡	3	‡	3,71	3,74	‡	12·8	‡	4·80	4·83	
89	*90*	*60*	*10,74*	*13,13*	*46·5*	*16·6*	*10·3*	*5·48*	*6·29*	North-Western.
70	75	63	9,97	12,05	49·1	17·8	11·0	5·75	6·53	
1	*Nil*	*Nil*	*1,54*	*1,55*	*15·1*	*Nil*	*Nil*	*3·42*	*3·43*	South Indian.
1	Nil	Nil	1,26	1,27	12·5	Nil	Nil	3·43	3·44	
1,00	*1,38*	*1,24*	*35,42*	*39,04*	*40·5*	*14·0*	*5·81*	*3·94*	*4·19*	Total 2′ 6″ and 2′ 0″ gauges.
79	1,20	1,18	34,15	37,32	41·8	14·3	6·16	3·98	4·21	
81,85	*1,48,76*	*1,20,91*	*26,35,73*	*29,87,25*	*17·2*	*8·22*	*4·20*	*3·10*	*3·31*	Total Class I Railways.
76,70	1,42,81	1,13,20	26,52,55	29,85,26	18·2	8·77	4·24	3·19	3·39	

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).			
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1931-32*	*4,333*	*894*	*743*	*701*	*4,869*	*11,540*	*1,270*	*12,810*
	1932-33	4,192	944	699	717	4,330	10,882	1,140	12,022
Bombay, Baroda and Central India.	*1931-32*	*1*	*Nil*	*12*	*295*	*2,166*	*2,474*	*1,469*	*3,943*
	1932-33	1	Nil	12	280	2,377	2,670	1,286	3,956
Eastern Bengal	*1931-32*	*9*	*2*	*6*	*227*	*1,573*	*1,817*	*2,459*	*4,276*
	1932-33	4	1	4	175	1,340	1,524	2,292	3,816
East Indian	*1931-32*	*7,922*	*2,102*	*1,433*	*1,214*	*4,348*	*17,019*	*3,023*	*20,042*
	1932-33	6,932	2,028	1,372	1,203	4,440	15,975	3,245	19,220
Great Indian Peninsula	*1931-32*	*636*	*Nil*	*215*	*1,099*	*4,422*	*6,372*	*2,916*	*9,288*
	1932-33	719	Nil	259	1,047	4,496	6,521	2,979	9,500
Madras and Southern Mahratta.	*1931-32*	*18*	*Nil*	*112*	*493*	*1,204*	*1,827*	*1,666*	*3,493*
	1932-33	44	Nil	79	343	1,152	1,618	1,530	3,148
Nizam's State	*1931-32*	*307*	*222*	*150*	*214*	*328*	*1,221*	*425*	*1,646*
	1932-33	366	226	145	166	349	1,252	369	1,621
North-Western (Commercial).	*1931-32*	*21*	*3*	*40*	*1,972*	*6,536*	*8,572*	*3,291*	*11,863*
	1932-33	27	2	36	1,494	5,883	7,442	3,496	10,938
North-Western (Military)	*1931-32*	*37*	*Nil*	*2*	*133*	*1,049*	*1,271*	*865*	*2,136*
	1932-33	46	Nil	3	199	865	1,113	829	1,942
North-Western (Total)	*1931-32*	*58*	*3*	*42*	*2,155*	*7,585*	*9,843*	*2,588*	*12,431*
	1932-33	73	2	39	1,693	6,748	8,555	2,708	11,263
South Indian	*1931-32*	*Nil*	*Nil*	*38*	*111*	*902*	*1,051*	*718*	*1,769*
	1932-33	Nil	Nil	28	109	966	1,103	650	1,753
TOTAL 5′ 6″ GAUGE	*1931-32*	*13,284*	*3,223*	*2,751*	*6,509*	*27,397*	*53,164*	*(a)16,534*	*(a)69,698*
	1932-33	12,331	3,201	2,637	5,733	26,198	50,100	(a) 16,199	(a) 66,299
3′ 3⅜″ GAUGE.									
Assam-Bengal	*1931-32*	*31*	*5*	*72*	*177*	*993*	*1,278*	*323*	*1,601*
	1932-33	29	5	52	89	941	1,116	275	1,391
Bengal and North-Western	*1931-32*	*5*	*1*	*37*	*645*	*1,729*	*2,417*	*1,281*	*3,698*
	1932-33	5	Nil	38	640	2,093	2,776	1,211	3,987
Bombay, Baroda and Central India.	*1931-32*	*1*	*Nil*	*8*	*329*	*1,218*	*1,556*	*1,754*	*3,310*
	1932-33	1	Nil	6	338	1,145	1,490	1,697	3,187
Burma	*1931-32*	*60*	*1*	*187*	*1,524*	*2,203*	*3,975*	*Nil*	*3,975*
	1932-33	45	1	176	1,012	2,215	3,449	Nil	3,449

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1931-32 and 1932-33 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
4,912	*997*	*743*	*800*	*5,358*	*12,810*	*13,107*	*9,525*	*285*	Bengal-Nagpur.
4,703	995	698	811	4,815	12,022	12,362	8,663	250	
339	*17*	*264*	*527*	*2,796*	*3,943*	*6,415*	*2,996*	*237*	Bombay, Baroda and Central India.
311	6	170	498	2,971	3,956	6,298	3,053	243	
1,200	*55*	*244*	*361*	*2,416*	*4,276*	*5,162*	*3,193*	*576*	Eastern Bengal.
1,109	61	242	244	2,160	3,816	4,608	2,868	491	
8,560	*2,435*	*1,433*	*1,836*	*5,778*	*20,042*	*20,042*	*13,649*	*822*	East Indian.
7,581	2,566	1,373	1,782	5,918	19,220	19,220	13,358	873	
1,100	*212*	*649*	*1,725*	*5,602*	*9,288*	*9,348*	*7,103*	*370*	Great Indian Peninsula.
1,271	186	688	1,634	5,721	9,500	9,518	7,124	522	
183	*120*	*345*	*922*	*1,923*	*3,493*	*5,415*	*2,471*	*376*	Madras and Southern Maharatta.
209	110	370	633	1,826	3,148	4,943	2,231	281	
309	*223*	*150*	*364*	*600*	*1,646*	*2,114*	*718*	*181*	Nizam's State.
371	226	145	292	587	1,621	2,003	672	169	
926	*3*	*855*	*2,300*	*7,779*	*11,863*	†	*10,147*	†	North-Western (Commercial).
856	2	927	1,935	7,218	10,938	†	9,348	†	
125	*Nil*	*101*	*313*	*1,597*	*2,136*	†	*1,256*	†	North-Western (Military).
123	Nil	111	335	1,373	1,942	†	1,016	†	
948	*4*	*857*	*2,314*	*8,308*	*12,431*	*12,561*	*11,403*	*117*	North-Western (Total).
883	2	930	1,921	7,527	11,263	11,407	10,264	138	
18	*Nil*	*115*	*324*	*1,312*	*1,769*	*4,839*	*1,342*	*44*	South Indian.
19	Nil	96	344	1,294	1,753	4,351	1,369	140	
(a) 17,569	*(a) 4,063*	*(a) 4,800*	*(a) 9,173*	*(a) 34,093*	*(a) 69,698*		*52,400*	*3,008*	TOTAL 5′ 6″ GAUGE.
(a) 16,457	(a) 4,152	(a) 4,712	(a) 8,159	(a) 32,819	(a) 66,299		49,702	3,107	
									3′ 3⅜″ GAUGE.
144	*10*	*99*	*217*	*1,131*	*1,601*	*1,601*	*1,358*	*16*	Assam-Bengal.
114	10	77	131	1,059	1,391	1,391	1,142	16	
331	..	*255*	*926*	*2,185*	*3,698*	*3,698*	*3,085*	*34*	Bengal and North-Western.
314	..	240	877	2,556	3,987	3,987	3,361	31	
133	*87*	*238*	*638*	*2,214*	*3,310*	*	*2,167*	*564*	Bombay, Baroda and Central India.
121	64	208	606	2,188	3,187	*	2,060	510	
60	*1*	*187*	*1,524*	*2,203*	*3,975*	*3,975*	*3,975*	*Nil*	Burma.
45	1	176	1,012	2,215	3,449	3,449	3,449	Nil	

[a] re considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey.

* Shown under 5′ 6″-gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign).					Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)			
1	2	3	4	5	6	7	8	9	10
3′ 3⅜″ GAUGE—*contd.*									
Eastern Bengal	*1931-32*	*1*	*3*	*6*	*140*	*833*	*983*	*1,004*	*1,987*
	1932-33	Nil	1	7	211	719	938	952	1,890
Jodhpur	*1931-32*	*Nil*	*Nil*	*2*	*29*	*406*	*437*	*352*	*789*
	1932-33	1	Nil	2	58	486	547	293	840
Madras and Southern Mahratta.	*1931-32*	*14*	*17*	*172*	*547*	*1,052*	*1,802*	*762*	*2,564*
	1932-33	9	14	146	450	1,015	1,634	703	2,337
Nizam's State	*1931-32*	*Nil*	*Nil*	*1*	*204*	*209*	*414*	*259*	*673*
	1932-33	Nil	Nil	Nil	158	180	338	267	605
Rohilkund and Kumaon	*1931-32*	*Nil*	*Nil*	*43*	*125*	*694*	*862*	*122*	*984*
	1932-33	Nil	Nil	45	98	785	928	123	1,051
South Indian	*1931-32*	*47*	*Nil*	*200*	*565*	*2,397*	*3,209*	*329*	*3,538*
	1932-33	57	Nil	176	595	1,978	2,806	291	3,097
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*159*	*27*	*728*	*4,285*	*11,734*	*16,933*	(a) *6,186*	(a) *23,119*
	1932-33	147	21	648	3,649	11,557	16,022	(a) 5,812	(a) 21,834
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1931-32*	*49*	*1*	*45*	*75*	*278*	*448*	*132*	*580*
	1932-33	48	1	46	104	286	485	122	607
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*Nil*	*Nil*	*22*	*140*	*162*	*55*	*217*
	1932-33	Nil	Nil	Nil	19	138	157	56	213
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*4*	*4*	..	*4*
	1932-33	Nil	Nil	Nil	..	3	3	1	4
Great Indian Peninsula	*1931-32*	*Nil*	*Nil*	*Nil*	*23*	*56*	*79*	*80*	*159*
	1932-33	Nil	Nil	Nil	20	64	84	70	154
North-Western (Commercial)	*1931-32*	*23*	*Nil*	*14*	*49*	*92*	*178*	*152*	*330*
	1932-33	33	Nil	14	71	107	225	134	359
North-Western (Military)	*1931-32*	*Nil*	*Nil*	*3*	*2*	*56*	*61*	*47*	*108*
	1932-33	Nil	Nil	4	2	47	53	36	89
North-Western (Total)	*1931-32*	*23*	*Nil*	*17*	*51*	*148*	*239*	*176*	*415*
	1932-33	33	Nil	18	73	154	278	146	424
South Indian	*1931-32*	*Nil*	*Nil*	*Nil*	*12*	*23*	*35*	*18*	*53*
	1932-33	Nil	Nil	Nil	13	21	34	15	49
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*72*	*1*	*62*	*183*	*649*	*967*	(a) *461*	(a) *1,428*
	1932-33	81	1	64	229	666	1,041	(a) 410	(a) 1,451
TOTAL CLASS I RAILWAYS	*1931-32*	*13,515*	*3,251*	*3,541*	*10,977*	*39,780*	*71,064*	(a) *23,181*	(a) *94,245*
	1932-33	12,559	3,223	3,349	9,611	38,421	67,163	(a) 22,421	(a) 89,584

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1931-32 and 1932-33 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*contd.*
259	*35*	*101*	*249*	*1,343*	*1,987*	*	*1,050*	*459*	Eastern Bengal.
231	39	97	321	1,202	1,890	*	809	447	
9	*Nil*	*44*	*189*	*547*	*789*	*789*	*527*	*140*	Jodhpur.
9	Nil	42	167	622	840	840	573	120	
31	*40*	*174*	*828*	*1,491*	*2,564*	*	*1,817*	*98*	Madras and Southern Maharatta.
30	46	149	678	1,434	2,337	*	1,737	96	
50	..	*39*	*258*	*326*	*673*	*	*390*	*66*	Nizam's State.
61	..	36	215	293	605	*	348	83	
20	*Nil*	*43*	*132*	*789*	*984*	*984*	*668*	*2*	Rohilkund and Kumaon.
20	Nil	45	106	880	1,051	1,051	722	2	
52	..	*200*	*660*	*2,626*	*3,538*	*	*3,230*	..	South Indian.
62	..	177	669	2,189	3,097	*	2,797	8	
(a) *1,089*	(a) *174*	(a) *1,380*	(a) *5,621*	(a) *14,855*	(a) *23,119*		*18,267*	*1,379*	TOTAL 3′ 3⅜″ GAUGE.
(a) 1,007	(a) 160	(a) 1,247	(a) 4,782	(a) 14,638	(a) 21,834		16,998	1,313	
									2′ 6″ AND 2′ 0″ GAUGES.
75	*1*	*46*	*97*	*361*	*580*	*	*423*	*5*	Bengal-Nagpur.
68	1	46	124	368	607	*	457	7	
5	*Nil*	..	*38*	*174*	*217*	*	*87*	*3*	Bombay, Baroda and Central India.
4	Nil	1	34	174	213	*	101	3	
Nil	*Nil*	*Nil*	..	*4*	*4*	*	*3*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	..	4	4	*	2	Nil	
15	*Nil*	*Nil*	*44*	*100*	*159*	*	*134*	*Nil*	Great Indian Peninsula.
10	Nil	Nil	44	100	154	*	88	Nil	
35	*Nil*	*14*	*74*	*207*	*330*	*	*217*	†	North-Western (Commercial).
44	Nil	14	92	209	359	*	218	†	
4	*Nil*	*6*	*11*	*87*	*108*	*	*89*	†	North-Western (Military).
3	Nil	6	7	73	89	*	70	†	
38	*Nil*	*18*	*82*	*277*	*415*	*	*306*	†	North-Western (Total).
45	Nil	18	97	264	424	*	288	†	
Nil	*Nil*	..	*17*	*36*	*53*	*	*21*	*Nil*	South Indian.
Nil	Nil	..	16	33	49	*	18	Nil	
(a) *133*	(a) *1*	(a) *64*	(a) *278*	(a) *952*	(a) *1,428*		*974*	*8*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 127	(a) 1	(a) 65	(a) 315	(a) 943	(a) 1,451		954	10	
(a) *18,791*	(a) *4,238*	(a) *6,244*	(a) *15,072*	(a) *49,900*	(a) *94,245*	*90,050*	*71,641*	*4,395*	TOTAL CLASS I RAILWAYS.
(a) 17,591	(a) 4,313	(a) 6,024	(a) 13,256	(a) 48,400	(a) 89,584	85,404	67,654	4,430	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge.

† Not required.

13.—*Statement of Goods Revenue Statistics of* ***Class I Railways***

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1931-32*	*729,744*	*368,766*	*139,378*	*151,099*	*866,561*	*2,255,548*
	1932-33	685,454	209,081	129,527	156,808	784,388	1,965,258
Bombay, Baroda and Central India.	*1931-32*	*136,062*	*4,413*	*67,942*	*105,378*	*492,124*	*805,919*
	1932-33	117,564	1,289	53,038	95,903	513,647	781,441
Eastern Bengal	*1931-32*	*90,677*	*9,182*	*35,916*	*31,506*	*271,857*	*438,638*
	1932-33	85,053	10,262	35,742	18,988	252,793	402,838
East Indian	*1931-32*	*2,157,923*	*1,248,800*	*380,698*	*542,690*	*1,158,652*	*5,488,763*
	1932-33	1,926,824	1,300,378	365,770	582,511	1,103,595	5,279,078
Great Indian Peninsula	*1931-32*	*353,055*	*99,872*	*163,913*	*524,392*	*1,011,893*	*2,153,125*
	1932-33	374,749	80,088	228,096	483,082	1,052,434	2,218,449
Madras and Southern Mahratta	*1931-32*	*61,973*	*64,005*	*39,349*	*153,127*	*315,495*	*633,949*
	1932-33	49,508	60,060	60,993	102,719	286,714	559,994
Nizam's State	*1931-32*	*59,412*	*27,430*	*20,538*	*63,594*	*86,432*	*257,406*
	1932-33	67,426	28,889	20,577	45,459	77,673	240,024
North-Western (Commercial)	*1931-32*	*230,428*	*137*	*300,732*	*621,760*	*1,203,686*	*2,356,743*
	1932-33	202,283	67	324,368	469,139	1,091,824	2,087,681
Do. (Military)	*1931-32*	*9,591*	*13*	*15,868*	*24,640*	*148,595*	*198,707*
	1932-33	11,503	Nil	16,680	28,149	128,187	184,519
Do. (Total)	*1931-32*	*240,019*	*150*	*316,600*	*646,400*	*1,352,281*	*2,555,450*
	1932-33	213,786	67	341,048	497,288	1,220,011	2,272,200
South Indian	*1931-32*	*2,587*	..	*11,232*	*38,529*	*120,888*	*173,236*
	1932-33	2,850	..	9,514	36,712	112,182	161,258
TOTAL 5′ 6″ GAUGE	*1931-32*	*3,831,452*	*1,822,618*	*1,175,566*	*2,256,715*	*5,675,683*	*14,762,034*
	1932-33	3,523,214	1,690,114	1,244,305	2,019,479	5,403,437	13,880,540
3′ 3½″ GAUGE.							
sam-Bengal	*1931-32*	*17,306*	*1,283*	*13,126*	*37,707*	*174,181*	*243,603*
	1932-33	12,301	1,142	9,343	20,890	168,684	212,360
gal and North Western	*1931-32*	*41,298*	*65*	*39,386*	*123,837*	*306,609*	*511,195*
	1932-33	44,042	9	35,823	109,590	343,378	532,842
mbay, Baroda and Central India	*1931-32*	*30,322*	*21,438*	*60,091*	*146,634*	*391,339*	*649,824*
	1932-33	27,741	14,320	53,311	107,003	380,470	582,845
ma	*1931-32*	*31,827*	*288*	*35,642*	*192,694*	*337,889*	*598,340*
	1932-33	23,752	183	35,891	133,847	339,358	533,031

for the years 1931-32 and 1932-33 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
150	*370*	*189*	*189*	*162*	*188*	*177*	Bengal Nagpur.
147	210	185	193	163	158	164	
401	*261*	*258*	*200*	*125*	*395*	*204*	Bombay, Baroda and Central India.
378	216	312	193	173	375	198	
76	*166*	*147*	*87*	*113*	*80*	*103*	Eastern Bengal.
77	170	148	78	117	81	106	
252	*513*	*266*	*296*	*203*	*310*	*275*	East Indian.
254	507	267	327	189	318	276	
321	*471*	*253*	*304*	*186*	*345*	*236*	Great Indian Peninsula.
295	431	332	296	186	312	235	
338	*532*	*114*	*166*	*164*	*415*	*182*	Madras and Southern Mahratta.
237	546	165	162	157	343	178	
192	*123*	*137*	*175*	*144*	*164*	*156*	Nizam's State.
182	128	142	156	132	161	148	
249	*38*	*352*	*271*	*162*	*248*	*205*	North Western (Commercial).
237	33	350	243	156	236	194	
77	*34*	*158*	*79*	*97*	*63*	*96*	Do. (Military).
93	*Nil*	150	84	95	93	96	
253	*38*	*370*	*280*	*172*	*252*	*213*	Do. (Total).
242	33	367	259	167	242	208	
144	*3*	*98*	*119*	*92*	*144*	*98*	South Indian.
147	2	99	107	87	147	92	
**218*	**449*	**245*	**246*	**167*	**261*	**212*	TOTAL 5′ 6″ GAUGE.
*214	*407	*264	*248	*165	*253	*209	
							3′ 3⅜″ GAUGE.
120	*134*	*133*	*174*	*154*	*121*	*152*	Assam-Bengal.
108	118	122	159	160	109	153	
125	*67*	*154*	*134*	*140*	*125*	*138*	Bengal and North Western.
140	41	150	125	134	140	134	
229	*247*	*252*	*230*	*177*	*236*	*196*	Bombay, Baroda and Central India.
229	225	256	177	174	228	183	
528	*382*	*191*	*126*	*153*	*526*	*151*	Burma.
522	316	205	132	153	520	155	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of ***Class I Railways***

Railway.	Year.	Net ton miles.					
		Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*contd.*							
Eastern Bengal	*1931-32*	*35,887*	*4,574*	*11,178*	*27,456*	*147,272*	*226,367*
	1932-33	30,780	6,325	9,727	34,398	124,691	205,921
Jodhpur	*1931-32*	*1,096*	*Nil*	*8,959*	*39,919*	*62,234*	*112,208*
	1932-33	1,010	Nil	8,804	39,029	59,030	107,873
Madras and Southern Mahratta	*1931-32*	*3,902*	*11,495*	*54,923*	*152,790*	*240,507*	*463.617*
	1932-33	3,066	12,485	52,588	121,737	222,888	412,764
Nizam's State	*1931-32*	*9,102*	*47*	*7,740*	*43,674*	*33,615*	*94,178*
	1932-33	11,519	6	6,970	31,863	34,298	84,656
Rohilkund and Kumaon	*1931-32*	*834*	*Nil*	*1,147*	*12,173*	*73,310*	*87,464*
	1932-33	827	Nil	1,124	8,868	77,179	87,998
South Indian	*1931-32*	*4,771*	*2*	*16,890*	*73,128*	*190,914*	*285,705*
	1932-33	4,390	8	16,527	69,814	172,926	263,665
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*176,345*	*39,192*	*249,082*	*850,012*	*1,957,870*	*3,272,501*
	1932-33	159,428	34,478	230,108	677,039	1,922,902	3,023,955
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1931-32*	*6,707*	*131*	*5,539*	*6,430*	*19,195*	*38,002*
	1932-33	6,304	76	5,636	8,643	19,763	40,422
Bombay, Baroda and Central India.	*1931-32*	*139*	*Nil*	*20*	*887*	*3,398*	*4,444*
	1932-33	119	Nil	11	860	3,528	4,518
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*64*	*64*
	1932-33	Nil	Nil	Nil	..	72	72
Great Indian Peninsula	*1931-32*	*532*	*Nil*	*Nil*	*1,813*	*3,612*	*5,957*
	1932-33	397	Nil	Nil	1,964	3,813	6,174
North Western (Commercial)	*1931-32*	*1,334*	*Nil*	*734*	*3,128*	*10,572*	*15,768*
	1932-33	1,520	Nil	665	3,897	9,636	15,718
North Western (Military)	*1931-32*	*203*	*Nil*	*468*	*767*	*4,647*	*6,085*
	1932-33	148	Nil	555	458	3,927	5,088
North Western (Total)	*1931-32*	*1,537*	*Nil*	*1,202*	*3,895*	*15,219*	*21,853*
	1932-33	1,668	Nil	1,220	4,355	13,563	20,806
South Indian	*1931-32*	*Nil*	*Nil*	*3*	*598*	*1,086*	*1,687*
	1932-33	Nil	Nil	4	582	942	1,528
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*8,915*	*131*	*6,764*	*13,623*	*42,574*	*72,007*
	1932-33	8,488	76	6,871	16,404	41,681	73,520
TOTAL CLASS I RAILWAYS	*1931-32*	*4,016,712*	*1,861,941*	*1,431,412*	*3,120,350*	*7,676,127*	*18,106,542*
	1932-33	3,691,130	1,724,668	1,481,284	2,712,913	7,368,020	16,978,015

for the years 1931-32 and 1932-33 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							3′ 3½″ GAUGE—*contd.*
139	*133*	*111*	*110*	*111*	*138*	*115*	Eastern Bengal.
133	161	100	107	104	137	109	
118	*Nil*	*205*	*212*	*114*	*118*	*142*	Jodhpur.
115	Nil	208	233	95	115	128	
126	*235*	*315*	*185*	*161*	*216*	*181*	Madras and Southern Mahratta.
102	275	352	180	155	206	177	
183	*238*	*200*	*169*	*103*	*183*	*140*	Nizam's State
188	245	194	148	117	188	140	
42	*Nil*	*27*	*92*	*93*	*42*	*89*	Rohilkund & Kumaon.
41	Nil	25	83	88	41	84	
92	*101*	*85*	*111*	*73*	*92*	*81*	South Indian.
71	112	94	104	79	71	85	
**162*	**225*	**181*	**151*	**132*	**171*	**142*	TOTAL 3′ 3½″ GAUGE
*158	*216	*185	*142	*131	*166	*139	
							2′ 6″ AND 2′ 0″ GAUGES.
89	*122*	*122*	*66*	*53*	*89*	*66*	Bengal-Nagpur.
93	120	122	69	54	93	67	
30	*Nil*	*47*	*23*	*20*	*30*	*20*	Bombay, Baroda and Central India.
28	Nil	20	26	20	28	21	
Nil	*Nil*	*Nil*	*15*	*15*	*Nil*	*15*	Eastern Bengal.
14	Nil	Nil	14	18	14	18	
37	*Nil*	*Nil*	*42*	*36*	*37*	*38*	Great Indian Peninsula.
40	Nil	Nil	44	38	40	40	
38	*Nil*	*52*	*43*	*51*	*38*	*48*	North Western (Commercial).
34	Nil	48	42	46	34	44	
46	*Nil*	*74*	*71*	*54*	*46*	*56*	North Western (Military).
52	Nil	89	71	55	52	58	
43	*Nil*	*66*	*48*	*55*	*41*	*53*	North Western (Total).
37	Nil	67	45	52	37	49	
Nil	*Nil*	*19*	*34*	*31*	*Nil*	*32*	South Indian.
Nil	Nil	27	38	29	Nil	31	
**67*	**122*	**106*	**49*	**45*	**68*	**50*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*67	*120	*106	*52	*44	*67	*51	
**214*	**439*	**229*	**207*	**154*	**255*	**192*	TOTAL CLASS RAILWAYS.
*210	*400	*246	*205	*152	*247	*190	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1931-32*	*1,00,78*	*41,51*	*17,79*	*77,53*	*2,51,08*	*4,88,69*
	1932-33	1,05,92	27,78	16,53	80,42	2,35,35	4,66,00
Bombay, Baroda and Central India	*1931-32*	*14,05*	*43*	*6,37*	*48,79*	*2,89,38*	*3,59,02*
	1932-33	13,66	15	4,97	44,43	2,94,36	3,57,57
Eastern Bengal	*1931-32*	*18,70*	*1,53*	*5,34*	*13,65*	*1,48,34*	*1,87,56*
	1932-33	19,35	1,81	5,30	8,25	1,46,02	1,80,73
East Indian	*1931-32*	*3,37,18*	*1,40,45*	*47,78*	*1,56,40*	*4,35,90*	*11,17,71*
	1932-33	3,22,82	1,64,78	47,15	1,64,68	4,32,51	11,31,94
Great Indian Peninsula	*1931-32*	*43,16*	*9,60*	*20,60*	*2,08,33*	*4,83,12*	*7,64,81*
	1932-33	48,29	9,31	27,65	1,87,01	5,06,68	7,78,94
Madras and Southern Mahratta	*1931-32*	*9,90*	*7,82*	*4,57*	*82,18*	*1,55,73*	*2,60,20*
	1932-33	9,80	7,71	7,70	54,11	1,49,80	2,29,12
Nizam's State	*1931-32*	*12,74*	*8,07*	*2,52*	*31,24*	*42,02*	*96,59*
	1932-33	14,86	7,44	2,59	21,36	40,83	87,08
North Western (Commercial)	*1931-32*	*24,85*	*2*	*30,97*	*2,18,52*	*5,27,40*	*8,01,76*
	1932-33	23,26	1	38,49	1,80,48	5,09,90	7,52,14
North Western (Military)	*1931-32*	*1,09*	..	*1,63*	*8,86*	*56,94*	*68,52*
	1932-33	1,36	..	1,94	10,90	53,02	67,22
North Western (Total)	*1931-32*	*25,94*	*2*	*32,60*	*2,27,38*	*5,84,34*	*8,70,28*
	1932-33	24,62	1	40,43	1,91,38	5,62,92	8,19,36
South Indian	*1931-32*	*87*	**Nil*	**1,84*	*20,91*	*71,59*	*95,21*
	1932-33	90	*Nil*	1,61	20,73	67,37	90,61
TOTAL 5′ 6″ GAUGE	*1931-32*	*5,63,32*	**2,09,43*	**1,39,41*	*8,66,41*	*24,61,50*	*42,40,07*
	1932-33	5,60,22	2,18,99	1,53,93	7,72,37	24,35,84	41,41,35
3′ 3⅜″ GAUGE.							
Assam-Bengal	*1931-32*	*4,73*	*22*	*1,63*	*18,20*	*30,90*	*1,05,68*
	1932-33	3,51	25	1,12	10,15	77,05	92,08
Bengal and North Western	*1931-32*	*9,38*	*1*	*5,51*	*52,81*	*1,17,75*	*1,85,46*
	1932-33	10,25	..	4,92	51,84	1,32,49	1,99,50
Bombay, Baroda and Central India	*1931-32*	*3,55*	*2,33*	*5,63*	*62,07*	*1,99,38*	*2,72,96*
	1932-33	3,52	1,85	5,00	47,70	2,05,57	2,63,64
Burma	*1931-32*	*6,83*	*4*	*4,55*	*1,00,89*	*1,39,12*	*2,51,43*
	1932-33	5,09	2	4,61	69,78	1,37,84	2,17,34

*Revised figures.

for the years 1931-32 and 1932-33 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
2·55	*2·16*	*2·45*	*9·82*	*5·49*	*2·42*	*4·09*	Bengal-Nagpur.
2·85	2·55	2·45	9·81	5·68	2·78	4·48	
1·98	*1·88*	*1·80*	*8·89*	*11·3*	*1·98*	*8·55*	Bombay, Baroda and Central India.
2·23	2·19	1·79	8·89	11·0	2·23	8·79	
3·96	*3·21*	*2·85*	*8·32*	*10·5*	*3·89*	*8·21*	Eastern Bengal.
4·37	3·40	2·85	8·34	11·1	4·26	8·61	
3·00	*2·16*	*2·41*	*5·53*	*7·22*	*2·69*	*3·91*	East Indian.
3·22	2·43	2·47	5·43	7·52	2·90	4·12	
2·35	*1·84*	*2·41*	*7·63*	*9·17*	*2·24*	*6·82*	Great Indian Peninsula.
2·47	2·23	2·33	7·43	9·24	2·43	6·74	
3·07	*2·35*	*2·23*	*10·3*	*9·48*	*2·70*	*7·88*	Madras and Southern Mahratta.
3·80	2·46	2·42	10·1	10·0	3·07	7·85	
4·12	*5·65*	*2·35*	*9·43*	*9·33*	*4·60*	*7·21*	Nizam's State.
4·23	4·94	2·42	9·02	10·1	4·44	6·97	
2·07	*2·54*	*1·98*	*6·75*	*8·45*	*2·07*	*6·54*	North Western (Commercial).
2·21	2·44	2·28	7·39	8·96	2·21	6·91	
2·18	*2·63*	*1·98*	*6·90*	*7·35*	*2·18*	*6·61*	North Western (Military).
2·27	Nil	2·23	7·44	7·93	2·27	6·99	
2 07	*2·55*	*1·98*	*6·75*	*8·33*	*2·07*	*6·55*	North Western (Total).
2·21	2·44	2·27	7·39	8·85	2·21	6·92	
5·34	*10·8*	*2·48*	*10·4*	*10·4*	*5·34*	*9·81*	South Indian.
4·83	13·5	2·44	10·8	10·6	4·83	10·1	
2·82	**2·20*	**2·28*	*7·37*	*8·33*	*2·63*	*5·55*	TOTAL 5′ 6″ GAUGE.
3·05	2·49	2·38	7·34	8·66	2·87	5·73	
							3′ 3½″ GAUGE.
5·03	*3·26*	*2·38*	*9·24*	*8·84*	*4·91*	*8·26*	Assam Bengal.
5·27	4·31	2·28	9·31	8·70	5·19	8·26	
4·36	*2·57*	*2·69*	*8·19*	*7·37*	*4·36*	*6·97*	Bengal and North Western.
4·47	2·46	2·63	9·08	7·41	4·47	7·19	
2·24	*2·08*	*1·80*	*8·12*	*9·78*	*2·18*	*8·06*	Bombya, Baroda and Central India.
2·43	2·48	1·80	8·56	10·4	2·45	8·68	
4·12	*2·45*	*2·45*	*10·0*	*7·88*	*4·10*	*8·04*	Burma.
4·12	2·48	2·47	9·98	7·77	4·10	7·81	

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Earnings from goods carried including refunds and remissions (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3′ 3½″ GAUGE—*contd.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1931-32*	*7,31*	*75*	*1,67*	*11,96*	*71,83*	*93,52*
	1932-33	6,98	1,09	1,45	15,35	73,15	98,02
Jodhpur	*1931-32*	*15*	*Nil*	*92*	*14,99*	*29,61*	*45,67*
	1932-33	15	Nil	1,00	13,14	29,41	43,70
Madras and Southern Mahratta	*1931-32*	*1,13*	*1,56*	*5,72*	*92,07*	*1,24,30*	**2,24,78*
	1932-33	91	1,78	5,49	73,23	1,15,46	*1,96,87
Nizam's State	*1931-32*	*1,92*	*1*	*99*	*18,89*	*21,28*	*43,09*
	1932-33	2,38	..	92	14,30	23,27	40,87
Rohilkund and Kumaon	*1931-32*	*15*	*Nil*	*15*	*5,67*	*28,30*	*34,27*
	1932-33	18	Nil	14	4,57	30,05	34,94
South Indian	*1931-32*	*1,38*	..	*2,29*	*44,34*	*1,10,88*	*1,59,39*
	1932-33	1,32	..	2,23	43,10	1,08,75	1,55,40
TOTAL 3′ 3½″ GAUGE	*1931-32*	*36,53*	*4,92*	*29,06*	*4,22,39*	*9,23,35*	*14,16,25*
	1932-33	34,29	4,99	26,88	3,43,16	9,33,04	13,42,36
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1931-32*	*1,64*	*2*	*71*	*3,89*	*9,28*	*15,54*
	1932-33	1,84	1	72	4,77	9,82	17,16
Bombay, Baroda and Central India.	*1931-32*	*6*	*Nil*	..	*1,12*	*3,10*	*4,28*
	1932-33	4	Nil	..	1,00	3,41	4,45
Eastern Bengal	*1931-32*	*Nil*	*Nil*	*Nil*	..	*7*	*7*
	1932-33	Nil	Nil	Nil	..	4	4
Great Indian Peninsula	*1931-32*	*17*	*Nil*	*Nil*	*1,49*	*2,74*	*4,40*
	1932-33	12	Nil	Nil	1,58	4,74	6,44
North Western (Commercial)	*1931-32*	*88*	*Nil*	*27*	*2,96*	*13,39*	*17,49*
	1932-33	68	Nil	21	3,21	10,73	14,83
North Western (Military)	*1931-32*	*3*	*Nil*	*9*	*44*	*2,61*	*3,17*
	1932-33	3	Nil	13	29	2,03	2,48
North Western (Total)	*1931-32*	*91*	*Nil*	*36*	*3,39*	*16,00*	*20,66*
	1932-33	71	Nil	34	3,50	12,76	17,31
South Indian	*1931-32*	*Nil*	*Nil*	..	*48*	*90*	*1,38*
	1932-33	Nil	Nil	..	38	87	1,25
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1931-32*	*2,78*	*2*	*1,07*	*10,37*	*32,09*	*46,33*
	1932-33	2,71	1	1,06	11,23	31,64	46,65
TOTAL CLASS I RAILWAYS	*1931-32*	*6,02,63*	*†2,14,37*	*†1,69,54*	*12,99,17*	*34,16,94*	*57,02,65*
	1932-33	5,97,22	2,23,99	1,81,87	11,26,76	34,00,52	55,30,36

* Includes Mormugoa Harbour receipt.
† Revised figures.

for the years 1931-32 and 1932-33 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ GAUGE—*contd.*
3·74	*2·97*	*2·82*	*8·30*	*9·14*	*3·66*	*7·74*	Eastern Bengal.
4·20	3·24	2·80	8·54	11·0	4·04	8·95	
2·59	*Nil*	*1·96*	*7·21*	*9·14*	*2·59*	*7·82*	Jodhpur.
2·87	Nil	2·18	6·46	9·57	2·87	7·78	
5·57	*2·60*	*2·00*	*11·6*	*9·92*	*3·35*	*9·31*	Madras and Southern Mahratta.
5·72	2·73	2·01	11·6	9·95	3·32	9·16	
4·04	*2·10*	*2·47*	*8·36*	*12·2*	*4·03*	*8·78*	Nizam's State.
3·97	2·61	2·52	8·62	13·0	3·97	9·27	
3·55	*Nil*	*2·45*	*8·94*	*7·41*	*3·55*	*7·52*	Rohilkund and Kumaon.
4·09	Nil	2·45	9·90	7·47	4·09	7·62	
5·56	*2·57*	*2·60*	*11·5*	*11·1*	*5·56*	*10·6*	South Indian.
5·75	2·43	2·59	11·9	11·9	5·75	11·2	
3·98	*2·41*	*2·24*	*9·54*	*9·06*	*3·69*	*8·34*	TOTAL 3′ 3⅜″ GAUGE.
4·13	2·78	2·24	9·73	9·32	3·89	8·52	
							2′ 6″ AND 2′ 0″ GAUGES.
4·69	*2·45*	*2·45*	*11·6*	*9·28*	*4·65*	*7·85*	Bengal Nagpur.
5·60	2·45	2·45	10·6	9·54	5·57	8·15	
7·51	*Nil*	*1·80*	*24·3*	*17·5*	*7·50*	*18·5*	Bombay, Baroda and Central India.
6·42	Nil	1·80	22·4	18·6	6·42	18·9	
Nil	*Nil*	*Nil*	*21·9*	*20·5*	*Nil*	*20·5*	Eastern Bengal.
Nil	Nil	Nil	21·6	10·8	Nil	10·8	
5·79	*Nil*	*Nil*	*15·8*	*14·6*	*5·79*	*14·2*	Great Indian Peninsula.
5·82	Nil	Nil	15·4	23·9	5·82	20·0	
9·11	*Nil*	*6·79*	*17·7*	*23·7*	*9·11*	*20·5*	North Western (Commercial).
8·68	Nil	5·98	15·8	21·4	8·68	18·1	
2·76	*Nil*	*3·69*	*11·1*	*10·8*	*2·76*	*10·0*	North Western (Military).
3·42	Nil	4·44	12·2	9·93	3·42	9·35	
8·27	*Nil*	*5·58*	*16·4*	*19·8*	*8·27*	*17·6*	North Western (Total).
8·22	Nil	5·28	15·4	18·1	8·22	16·0	
Nil	*Nil*	*2·80*	*15·2*	*16·0*	*Nil*	*15·7*	South Indian.
Nil	Nil	2·00	12·4	17·8	Nil	15·7	
5·99	*2·45*	*3·04*	*14·6*	*14·0*	*5·94*	*12·4*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
6·13	2·45	2·96	13·1	14·6	6·10	10·8	
2·88	*2·21*	*2·27*	*7·99*	*8·55*	*2·67*	*6·05*	TOTAL CLASS I RAILWAYS.
3·11	2·49	2·36	7·97	8·86	2·91	6·25	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1931–32*	*2,24,389*	*6,94,42*	*27,739*	*530·5*	*6·06*
	1932–33	2,30,538	6,70,93	26,277	504·0	6·33
Bombay, Baroda and Central India	*1931–32*	*1,94,368*	*6,14,11*	*43,754*	*932·5*	*7·37*
	1932–33	1,95,550	6,17,21	42,001	939·8	7·63
Eastern Bengal	*1931–32*	*2,59,267*	*3,43,47*	*40,404*	*772·8*	*5·83*
	1932–33	2,61,939	3,33,63	37,347	716·2	6·12
East Indian	*1931–32*	*3,15,672*	*17,42,05*	*39,618*	*757·7*	*6·20*
	1932–33	3,12,457	17,64,70	39,225	752·3	6·27
Great Indian Peninsula	*1931–32*	*3,02,524*	*12,13,83*	*34,208*	*654·5*	*5·58*
	1932–33	3,81,472	12,46,38	35,108	673·4	5·91
Madras and Southern Mahratta	*1931–32*	*1,63,288*	*4,46,29*	*38,578*	*737·8*	*7·28*
	1932–33	1,63,411	4,18,44	36,171	693·7	6·80
Nizam's State	*1931–32*	*1,11,986*	*1,38,02*	*23,734*	*453·9*	*7·11*
	1932–33	1,08,753	1,28,70	20,606	395·2	7·15
North Western (Commercial)	*1931–32*	*2,29,188*	*13,52,59*	*28,367*	*542·5*	*7·20*
	1932–33	2,28,039	13,11,40	27,012	518·0	7·09
North Western (Military)	*1931–32*	*1,38,265*	*1,25,78*	*8,104*	*155·0*	*4·72*
	1932–33	1,94,008	1,22,47	8,686	166·6	4·66
North Western (Total)	*1931–32*	*2,18,473*	*14,78,37*	*23,391*	*447·4*	*6·89*
	1932–33	2,19,642	14,33,87	22,888	438·9	6·79
South Indian	*1931–32*	*1,75,536*	*1,69,86*	*28,273*	*540·7*	*5·41*
	1932–33	1,76,010	1,66,78	27,750	532·2	5·36
TOTAL 5′ 6″ GAUGE	*1931–32*		*68,40,42*	*32,142*	*614·7*	*6·62*
	1932–33		67,80,64	31,589	605·5	6·40
3′ 3½″ GAUGE.						
Assam-Bengal	*1931–32*	*1,92,049*	*1,90,25*	*13,896*	*266·0*	*5·00*
	1932–33	1,92,633	1,69,18	12,393	237·7	4·83
Bengal and North Western	*1931–32*	*1,00,134*	*3,15,10*	*13,683*	*262·0*	*4·00*
	1932–33	1,00,327	3,29,21	14,348	275·0	4·00
Bombay, Baroda and Central India	*1931–32*	‡	*4,78,98*	*19,466*	*372·4*	*5·65*
	1932–33	‡	4,88,58	19,857	380·8	5·95
Burma	*1931–32*	*1,65,629*	*3,73,60*	*18,091*	*346·0*	*5·24*
	1932–33	1,61,041	3,47,44	16,831	322·8	5·13

* In the case of State-owned railways. † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service.
‡ Included in 5′ 6″ Gauge.

of Class I Railways rated against selected units for the years 1931-32 and 1932-33.

Total working expenses (in thousands of rupees).§	Working expenses per mean mile worked per week.§	Working expenses per train mile.§	Net earnings (in thousands of rupees).§	Net earnings per mean mile worked.§	Net earnings per train mile.§	Railway.
8	9	10	11	12	13	14
						5′ 6″ GAUGE.
5,72,41	*437·0*	*4·99*	*1,22,01*	*4,889·8*	*1·07*	Bengal-Nagpur.
4,82,01	361·2	4·57	1,88,92	7,429·3	1·74	
3,65,78	*555·4*	*4·39*	*2,48,33*	*19,715·1*	*2·98*	Bombay, Baroda and Central India.
3,56,99	543·6	4·41	2,60,22	20,657·6	3·22	
2,81,48	*633·7*	*4·78*	*61,99*	*7,270·2*	*1·04*	Eastern Bengal.
2,80,22	601·9	5·14	53,41	5,960·4	0·98	
11,35,35	*493·7*	*4·04*	*6,06,70*	*13,806·0*	*2·16*	East Indian.
11,46,37	487·7	4·06	6,18,33	13,796·6	2·21	
9,26,22	*499·1*	*4·26*	*2,87,61*	*8,105·3*	*1·32*	Great Indian Peninsula.
9,40,89	508·2	4·46	3,05,49	8,605·1	1·45	
2,38,20	*393·8*	*3·89*	*2,08,89*	*17,986·3*	*3·39*	Madras and Southern Mahratta.
2,18,38	362·0	3·55	2,00,66	17,294·1	3·25	
66,63	*219·2*	*3·43*	*71,39*	*12,274·4*	*3·68*	Nizam's State.
64,14	196·9	3·56	64,56	10,336·6	3·58	
9,93,43	*395·3*	*5·25*	*3,59,16*	*7,698·2*	*1·95*	North Western (Commercial).
9,75,79	383·6	5·25	3,35,61	7,002·6	1·84	
1,59,69	*196·8*	*5·99*	*—33,91*	*—2,184·5*	*—1·27*	North Western (Military).
1,70,77	232·3	6·49	—48,30	—3,426·0	—1·84	
11,53,12	*346·5*	*5·34*	*3,25,25*	*5,271·1*	*1·55*	North Western (Total).
11,46,56	349·5	5·41	2,87,31	4,655·5	1·38	
97,90	*311·7*	*3·12*	*71,96*	*11,977·6*	*2·29*	South Indian.
98,45	314·1	3·17	68,33	11,370·1	2·20	
48,37,09	*434·5*	*4·68*	*20,03,33*	*9,383·7*	*1·93*	TOTAL 5′ 6″ GAUGE.
47,34,01	422·6	4·46	20,46,63	9,558·3	1·93	
						3′ 3⅜″ GAUGE.
1,22,23	*168·0*	*3·00*	*68,02*	*5,133·0*	*2·00*	Assam Bengal.
1,21,21	167·6	3·41	47,97	3,655·3	1·43	
1,46,03	*121·0*	*2·00*	*1,69,07*	*7,360·0*	*2·00*	Bengal and North Western.
1,47,53	122·0	2·00	1,81,68	7,966·0	2·00	
2,88,80	*224·4*	*3·40*	*1,99,18*	*7,733·2*	*2·25*	Bombay, Baroda and Central India.
2,77,22	215·6	3·37	2,11,36	8,594·1	2·58	
2,84,85	*261·6*	*3·96*	*88,75*	*4,414·0*	*1·28*	Burma.
2,72,90	251·0	3·99	74,54	3,744·3	1·14	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1931–32*	‡	*1,69,06*	*16,365*	*313·0*	*4·66*
	1932–33	‡	1,73,44	16,612	318·6	5·06
Jodhpur	*1931–32*	*50,093*	*84,27*	*8,636*	*165·2*	*5·18*
	1932–33	50,444	85,71	8,802	168·8	5·38
Madras and Southern Mahratta	*1931–32*	‡	*3,54,60*	*16,559*	*316·7*	*4·83*
	1932–33	‡	3,30,51	1,55,144	297·6	4·49
Nizam's State	*1931–32*	‡	*78,57*	*11,908*	*227·7*	*4·80*
	1932–33	‡	74,55	11,299	216·7	5·09
Rohilkund and Kumaon	*1931–32*	*77,492*	*61,82*	*11,026*	*212·0*	*3·48*
	1932–33	77,594	63,76	11,354	218·0	4·00
South Indian	*1931–32*	‡	*3,89,26*	*21,476*	*410·7*	*4·02*
	1932–33	‡	3,90,86	21,041	403·5	4·01
TOTAL 3′ 3⅜″ GAUGE	*1931–32*		*24,95,51*	*16,204*	*309·9*	*4·76*
	1932–33		24,53,24	15,888	304·5	4·72
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1931–32*	‡	*31,88*	*3,481*	*66·6*	*1·90*
	1932–33	‡	33,32	3,596	69·0	2·04
Bombay, Baroda and Central India	*1931–32*	‡	*9,53*	*4,319*	*82·6*	*2·34*
	1932–33	‡	9,84	4,389	84·2	2·42
Eastern Bengal	*1931–32*	‡	*1,45*	*3,941*	*75·4*	*1·32*
	1932–33	‡	1,23	3,339	64·0	1·13
Great Indian Peninsula	*1931–32*	‡	*8,74*	*4,082*	*78·4*	*1·95*
	1932–33	‡	10,72	4,390	84·0	2·26
North Western (Commercial)	*1931–32*	‡	*33,75*	*8,656*	*165·6*	*3·50*
	1932–33	‡	29,58	7,761	148·8	3·23
North Western (Military)	*1931–32*	‡	*5,81*	*1,905*	*36·4*	*1·82*
	1932–33	‡	4,94	1,621	31·1	1·82
North Western (Total)	*1931–32*	‡	*39,56*	*5,656*	*108·2*	*3·07*
	1932–33	‡	34,52	5,033	96·5	2·91
South Indian	*1931–32*	‡	*3,03*	*3,073*	*58·8*	*1·70*
	1932–33	‡	2,63	2,662	51·0	1·61
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1931–32*		*94,19*	*4,299*	*82·2*	*2·28*
	1932–33		92,26	4,163	79·8	2·32
TOTAL CLASS I RAILWAYS	*1931–32*	*2,18,904*	*94,30,12*	*24,309*	*464·9*	*5·90*
	1932–33	2,18,480	93,26,14	23,875	457·8	5·76

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service,
‡ Included in 5′ 6″ gauge.

Railways rated against selected units for the years 1931-32 and 1932-33—concld.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3¾″ GAUGE—*concld.*
1,45,89	*263·5*	*3·92*	*23,17*	*2,588·7*	*0·73*	Eastern Bengal.
1,44,13	259·1	4·11	29,31	3,108·9	0·95	
53,43	*104·7*	*3·28*	*30,84*	*3,160·4*	*1·90*	Jodhpur.
52,34	103·1	3·29	33,37	3,426·9	2·10	
2,05,45	*183·0*	*2·79*	*1,49,15*	*6,990·6*	*2·04*	Madras and Southern Mahratta.
2,06,58	186·0	2·81	1,23,93	5,817·7	1·68	
55,23	*160·1*	*3·37*	*23,34*	*3,538·2*	*1·43*	Nizam's State.
50,62	147·1	3·45	23,93	3,626·5	1·63	
32,27	*110·7*	*1·82*	*29,55*	*5,271·2*	*1·66*	Rohilkund and Kumaon.
30,13	103·0	2·00	33,63	5,989·0	2·00	
2,21,16	*234·0*	*2·29*	*1,68,10*	*9,239·8*	*1·73*	South Indian.
2,16,24	222·9	2·21	1,74,62	9,418·8	1·79	
15,55,34	*191·4*	*2·94*	*9,40,17*	*5,954·9*	*1·75*	TOTAL 3′ 3¾″ GAUGE.
15,18,90	188·0	2·91	9,34,34	6,081·4	1·81	
						2′ 6″ AND 2′ 0″ GAUGES.
41,05	*85·7*	*2·44*	*—9,17*	*—1,091·3*	*—0·54*	Bengal Nagpur.
38,09	78·9	2·33	—4,77	—515·8	—0·29	
7,17	*62·0*	*1·76*	*2,36*	*1,075·8*	*0·58*	Bombay, Baroda and Central India.
8,82	75·5	2·17	1,02	450·5	0·25	
1,57	*81·5*	*1·42*	*—12*	*—319·5*	*—0·10*	Eastern Bengal.
1,30	70·0	1·24	—7	—309·6	—0·11	
4,11	*36·7*	*0·92*	*4,63*	*2,164·8*	*1·03*	Great Indian Peninsula.
5,53	43·5	1·17	5,19	2,122·8	1·09	
41,96	*248·0*	*5·24*	*—8,21*	*—4,311·7*	*—1·74*	North Western (Commercial).
36,72	206·2	4·48	—7,14	—2,992·5	—1·25	
21,70	*135·8*	*6·77*	*—15,89*	*—5,194·2*	*—4·96*	North Western (Military).
19,27	120·7	7·06	—14,33	—4,672·7	—5·24	
63,66	*198·1*	*5·60*	*—24,10*	*—4,703·8*	*—2·56*	North Western (Total).
55,99	168·2	5·07	—21,47	—3,739·1	—2·16	
4,35	*84·3*	*2·44*	*—1,32*	*—1,335·6*	*—0·74*	South Indian.
4,15	80·7	2·54	—1,52	—154·8	—0·93	
1,21,91	*106·6*	*2·96*	*—27,72*	*—1,241·1*	*—0·66*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
1,13,88	98·1	2·85	—21,62	—950·6	—0·53	
65,14,34	*322·8*	*4·10*	*29,15,78*	*7,433·7*	*1·81*	TOTAL CLASS I RAILWAYS.
63,66,79	312·2	3·93	29,59,35	7,593·3	1·83	

Railways.
but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of* **Class I** *Railways*

Railway.	Year	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
			COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.				
		Total working expenses for both coaching and goods traffic.*	Coaching.	Goods.	Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1931-32*	*5,49,55,374*	*1,54,99,674*	*3,94,55,700*	*3·60*	*2·94*	*0·66*
	1932-33	4,49,21,873	1,39,39,602	3,09,82,271	3·44	2·67	0·77
Bombay, Baroda and Central India	*1931-32*	*3,53,37,685*	*1,70,22,614*	*1,83,15,071*	*4·16*	*2·87*	*1·29*
	1932-33	3,43,58,653	1,65,35,247	1,78,23,406	4·36	2·89	1·47
Eastern Bengal	*1931-32*	*2,75,52,769*	*1,64,47,275*	*1,11,05,494*	*3·21*	*3·57*	*—0·36*
	1932-33	2,68,23,131	1,59,89,520	1,08,33,611	3·33	3·82	—0·49
East Indian	*1931-32*	*11,07,32,280*	*3,84,35,971*	*7,22,96,309*	*3·67*	*2·39*	*1·28*
	1932-33	10,92,29,460	3,90,41,140	7,01,88,320	3·52	2·38	1·14
Great Indian Peninsula	*1931-32*	*9,13,20,653*	*4,48,14,874*	*4,65,05,779*	*2·85*	*3·00*	*—0·15*
	1932-33	9,12,04,796	4,41,07,006	4,70,97,790	2·98	3·01	—0·03
Madras and Southern Mahratta	*1931-32*	*2,28,41,691*	*1,09,25,218*	*1,19,16,473*	*4·21*	*2·62*	*1·59*
	1932-33	2,10,81,880	1,07,24,844	1,03,57,036	4·13	2·47	1·66
Nizam's State	*1931-32*	*63,59,789*	*23,87,782*	*39,72,007*	*3·59*	*2·25*	*1·34*
	1932-33	61,75,962	23,49,565	38,26,397	4·07	2·46	1·61
North Western	*1931-32*	*11,14,12,811*	*5,35,44,629*	*5,78,68,182*	*4·01*	*3·79*	*0·22*
	1932-33	10,92,60,607	5,34,33,584	5,58,27,023	4·03	3·85	0·18
South Indian	*1931-32*	*96,49,153*	*56,34,626*	*40,14,527*	*3·29*	*2·54*	*0·75*
	1932-33	96,78,871	60,26,983	36,51,888	3·13	2·65	0·48
3′ 3¾″ GAUGE.							
Assam-Bengal	*1931-32*	*1,12,84,830*	*47,20,444*	*65,64,386*	*5·00*	*3·00*	*2·00*
	1932-33	1,11,89,900	50,14,194	61,75,706	4·30	3·15	1·15
Bengal and North-Western	*1931-32*	*1,35,13,920*	*67,64,306*	*67,49,614*	*3·00*	*1·00*	*2·00*
	1932-33	1,36,07,670	67,18,216	68,89,454	3·00	1·00	2·00
Bombay, Baroda and Central India	*1931-32*	*2,82,01,381*	*1,25,66,116*	*1,56,35,265*	*3·92*	*2·47*	*1·45*
	1932-33	2,66,28,852	1,26,85,424	1,39,43,428	4·21	2·49	1·72
Burma	*1931-32*	*2,73,30,188*	*1,09,73,687*	*1,63,56,501*	*2·99*	*2·88*	*0·11*
	1932-33	2,62,26,587	1,10,90,158	1,51,36,429	2·88	3·00	—0·12
Eastern Bengal	*1931-32*	*1,35,43,413*	*67,81,014*	*67,62,399*	*3·13*	*3·03*	*0·10*
	1932-33	1,32,68,385	65,90,268	66,78,117	3·24	3·14	0·10
Jodhpur	*1931-32*	*49,93,976*	*22,47,898*	*27,46,078*	*4·20*	*2·68*	*1·52*
	1932-33	47,61,899	20,90,528	26,71,371	4·75	2·66	2·09
Madras and Southern Mahratta	*1931-32*	*1,92,18,131*	*73,78,582*	*1,18,39,549*	*3·25*	*2·13*	*1·12*
	1932-33	1,90,87,165	79,09,775	1,11,77,390	3·04	2·10	0·94
Nizam's State	*1931-32*	*53,44,572*	*25,95,270*	*27,49,302*	*2·89*	*2·24*	*0·65*
	1932-33	49,19,442	23,57,292	25,62,150	3·24	2·39	0·85
Rohilkund and Kumaon	*1931-32*	*31,63,871*	*15,74,468*	*15,89,403*	*2·38*	*1·48*	*0·90*
	1932-33	29,39,798	14,48,202	14,91,596	2·64	1·47	1·17
South Indian	*1931-32*	*2,06,21,758*	*1,28,84,554*	*77,37,204*	*3·02*	*1·84*	*1·18*
	1932-33	2,01,07,084	1,29,04,103	72,02,981	2·85	1·73	1·12

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1931-32 and 1932-33.

§Goods Traffic.									Railway.
Goods earnings per train mile	Cost of hauli g a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum).	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
7·92	*6·50*	*1·42*	*38·4*	*31·5*	*6·89*	*3·36*	*5·72*	*0·73*	Bengal Nagpur.
8·23	5·57	2·66	39·7	26·9	12·8	3·03	5·70	1·45	
14·8	*7·64*	*7·18*	*65·2*	*33·6*	*31·6*	*4·36*	*7·33*	*4·19*	Bombay, Baroda and Central India.
15·0	7·56	7·46	65·7	33·1	32·6	4·38	7·43	4·41	
14·8	*8·67*	*6·13*	*56·4*	*33·0*	*23·4*	*4·86*	*8·12*	*3·35*	Eastern Bengal.
14·4	8·58	5·82	57·6	34·3	23·3	5·16	8·86	3·45	
9·37	*6·03*	*3·34*	*36·5*	*23·5*	*13·0*	*2·53*	*4·25*	*1·38*	East Indian.
9·65	5·96	3·69	37·6	23·2	14·4	2·55	4·31	1·57	
11·2	*6·81*	*4·39*	*53·3*	*32·4*	*20·9*	*4·15*	*6·92*	*2·67*	Great Indian Peninsula.
12·1	7·28	4·80	55·3	33·3	22·0	4·08	6·80	2·66	
13·3	*6·07*	*7·21*	*59·1*	*27·0*	*32·1*	*3·61*	*6·20*	*4·27*	Madras and Southern Maharatta.
12·7	5·71	6·94	55·4	25·0	30·4	3·55	6·31	4·30	
11·0	*4·51*	*6·49*	*65·7*	*26·9*	*38·8*	*2·96*	††*6·23*	*4·25*	Nizam's State.
10·3	4·53	5·77	62·9	27·6	35·3	3·06	††6·59	3·91	
12·0	*7·90*	*4·10*	*53·7*	*35·2*	*18·5*	*4·35*	*7·43*	*2·20*	North Western.
11·4	7·70	3·70	51·7	35·0	16·7	4·72	8·10	2·20	
10·3	*4·33*	*5·97*	*74·8*	*31·4*	*43·4*	*4·45*	*7·19*	*5·36*	South Indian.
10·9	4·40	6·54	74·3	29·6	44·3	4·35	7·06	5·75	
									3′ 3⅜″ Gauge.
5·00	*3·00*	*2·00*	*38·0*	*24·0*	*14·0*	*5·00*	*11·0*	*3·00*	Assam-Bengal.
5·07	3·40	1·67	37·5	25·2	12·3	5·58	12·5	2·68	
5·00	*2·00*	*3·00*	*31·0*	*13·0*	*18·0*	*3·00*	*4·72*	*3·97*	Bengal and North-Western.
6·00	2·00	4·00	34·0	13·0	21·0	2·00	4·61	5·19	
8·08	*4·63*	*3·45*	*40·1*	*23·0*	*17·1*	*4·62*	*6·89*	*3·44*	Bombay, Baroda and Central India.
8·47	4·48	3·99	41.8	22·1	19·7	4·59	6·99	4·09	
7·59	*4·96*	*2·63*	*47·1*	*30·8*	*16·3*	*5·25*	*8·85*	*2·79*	Burma.
7·11	4·97	2·14	43·4	30·3	13·1	5·45	9·24	2·36	
6·94	*5·12*	*1·82*	*30·3*	*22·3*	*8·00*	*5·74*	†*9·67*	*2·00*	Eastern Bengal.
7·55	5·23	2·32	32·7	22·7	10·0	6·23	†10·7	2·72	
5·77	*3·48*	*2·29*	*34·0*	*20·5*	*13·5*	*4·70*	*7·23*	*3·12*	Jodhpur.
5·41	3·31	2·10	29·3	17·9	11·4	4·75	7·46	3·03	
6·15	*3·24*	*2·91*	*44·1*	*23·2*	*20·9*	*4·90*	*8·20*	*4·41*	Madras and Southern Maharatta.
5·79	3·28	2·51	41·8	23·7	18·1	5·20	8·52	3·96	
9·03	*5·73*	*3·30*	*49·0*	*31·1*	*17·9*	*5·60*	**	*3·18*	Nizam's State.
8·60	5·36	3·24	52·2	32·6	19·6	5·81	**	3·46	
4·83	*2·24*	*2·59*	*40·1*	*18·5*	*21·6*	*3·49*	*6·17*	*4·03*	Rohilkund and Kumaon.
5·39	2·29	3·10	44·0	18·7	25·3	3·25	5·95	4·37	
6·29	*3·05*	*3·24*	*40·8*	*19·8*	*21·0*	*5·20*	*9·70*	*5·40*	South Indian.
7·20	3·34	3·86	43·6	20·2	23·4	5·25	9·96	5·95	

earnings and expenses.
sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.
†Metre and Narrow gauges combined.
**Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of ton mileage of* **Class I Railways** *for the years 1931-32 and 1932-33.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	ods and Proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1931-32*	*2,241,798*	*1,487,687*	*4,453,178*	*2,063,859*	*5,144,632*	*2,074,505*	*5,280,824*
	1932-33	1,936,771	1,551,122	3,954,428	2,125,134	4,584,665	2,141,239	4,759,135
Bombay, Baroda and Central India	*1931-32*	*797,991*	*1,078,476*	*1,767,150*	*1,499,591*	*2,016,066*	*1,500,606*	*2,064,842*
	1932-33	771,080	1,074,476	1,759,854	1,490,263	1,973,785	1,493,097	2,032,329
Eastern Bengal	*1931-32*	*409,330*	*1,283,748*	*927,993*	*1,705,060*	*1,031,076*	*1,708,712*	*1,153,753*
	1932-33	382,511	1,208,945	883,853	1,596,577	989,850	1,600,359	1,084,315
East Indian	*1931-32*	*5,461,202*	*4,899,468*	*10,840,142*	*6,573,804*	*12,184,620*	*6,640,469*	*12,490,420*
	1932-33	5,239,773	4,990,302	10,487,215	6,694,171	11,804,279	6,767,786	12,167,152
Great Indian Peninsula — Steam	*1931-32*	*1,879,651*	*2,982,626*	*4,121,414*	*3,996,030*	*4,724,743*	*4,000,489*	*4,854,169*
	1932-33	1,947,597	2,905,810	4,204,078	3,891,663	4,797,873	3,897,039	4,904,500
Great Indian Peninsula — Electric §	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,,830	518,188	711,285	595,973	711,462	609,033
Madras and Southern Mahratta	*1931-32*	*628,512*	*1,106,386*	*1,444,834*	*1,554,391*	*1,678,414*	*1,569,701*	*1,712,122*
	1932-33	554,945	1,139,868	1,319,697	1,607,756	1,535,292	1,624,309	1,568,603
Nizam's State	*1931-32*	*254,065*	*249,684*	*510,077*	*382,026*	*612,282*	*382,919*	*636,975*
	1932-33	237,494	244,949	474,574	366,137	573,162	366,703	597,196
North Western	*1931-32*	*2,436,025*	*4,354,808*	*5,261,215*	*5,822,521*	*6,052,403*	*5,847,045*	*6,319,174*
	1932-33	2,187,181	4,166,433	4,867,682	5,613,528	5,655,741	5,627,615	5,879,691
South Indian	*1931-32*	*164,653*	*507,382*	*386,932*	*749,821*	*465,820*	*750,279*	*489,655*
	1932-33	150,874	507,776	358,233	750,833	430,304	751,303	457,469
TOTAL 5′ 6″ GAUGE — Steam	*1931-32*	*14,273,227*	*17,950,265*	*29,712,935*	*24,347,103*	*33,910,056*	*24,474,725*	*35,001,934*
	1932-33	13,408,226	17,789,681	28,309,614	24,136,062	32,344,951	24,269,450	33,450,390
TOTAL 5′ 6″ GAUGE — Electric §.	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,830	518,188	711,285	595,973	711,462	609,033
3′ 3⅜″ GAUGE.								
Assam-Bengal	*1931-32*	*228,922*	*385,423*	*512,913*	*466,008*	*612,946*	*466,987*	*649,465*
	1932-33	197,660	391,588	458,914	467,380	540,146	468,209	576,557
Bengal and North Western	*1931-32*	*496,155*	*836,579*	*956,716*	*1,083,022*	*1,095,718*	*1,095,368*	*1,156,850*
	1932-33	507,718	817,651	961,759	1,068,562	1,105,133	1,139,337	1,168,377
Bombay, Baroda and Central India	*1931-32*	*639,008*	*902,639*	*1,243,210*	*1,179,482*	*1,425,842*	*1,180,046*	*1,468,261*
	1932-33	572,173	940,593	1,136,085	1,224,522	1,307,490	1,224,909	1,346,383
Burma	*1931-32*	*575,300*	*689,882*	*1,059,973*	*921,090*	*1,282,386*	*922,477*	*1,374,971*
	1932-33	510,732	684,906	982,785	929,443	1,176,188	930,946	1,270,604

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—*Statement of ton mileage of Class I Railways for the years 1931-32 and 1932-33*—concld

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal	*1931-32*	*197,621*	*469,543*	*456,443*	*601,892*	*515,515*	*602,839*	*601,184*
	1932-33	196,463	448,338	482,295	575,598	549,457	576,716	584,404
Jodhpur	*1931-32*	*107,189*	*178,024*	*221,590*	*226,996*	*266,510*	*227,267*	*277,635*
	1932-33	102,186	175,034	224,594	221,262	270,767	221,399	282,914
Madras and Southern Mahratta	*1931-32*	*458,834*	*580,787*	*1,012,570*	*794,806*	*1,256,002*	*796,351*	*1,277,812*
	1932-33	407,449	587,519	921,490	830,087	1,151,225	832,184	1,175,969
Nizam's State	*1931-32*	*91,579*	*149,852*	*183,420*	*221,057*	*218,617*	*221,659*	*234,815*
	1932-33	82,569	136,274	168,316	201,217	204,738	201,400	218,903
Rohilkund and Kumaon	*1931-32*	*81,954*	*148,257*	*153,304*	*197,445*	*185,407*	*203,497*	*205,427*
	1932-33	83,723	140,470	149,837	191,460	181,638	193,060	198,844
South Indian	*1931-32*	*262,967*	*885,793*	*597,700*	*1,242,014*	*710,373*	*1,243,646*	*774,726*
	1932-33	248,619	873,354	569,810	1,227,644	678,117	1,228,774	722,343
TOTAL 3′ 3⅜″ GAUGE	*1931-32*	*3,138,629*	*5,226,779*	*6,397,839*	*6,933,812*	*7,569,316*	*7,024,137*	*8,021,140*
	1932-33	2,909,292	5,195,727	6,055,885	6,937,175	7,164,899	7,016,934	7,545,298
2′ 6″ & 2′ 0″ GAUGES								
Bengal Nagpur	*1931-32*	*37,119*	*116,649*	*92,291*	*171,061*	*125,158*	*171,331*	*130,733*
	1932-33	38,097	115,231	94,663	166,957	126,978	166,994	136,297
Bombay, Baroda and Central India	*1931-32*	*4,022*	*17,279*	*8,139*	*25,625*	*12,427*	*25,629*	*13,626*
	1932-33	3,336	15,716	8,702	23,399	11,632	23,421	13,410
Eastern Bengal	*1931-32*	*54*	*4,009*	*195*	*5,331*	*253*	*5,332*	*340*
	1932-33	44	3,842	203	5,149	279	5,149	467
Great Indian Peninsula	*1931-32*	†*5,874*	*16,986*	*15,315*	*28,124*	*23,939*	*28,159*	*27,148*
	1932-33	5,970	17,876	15,613	29,880	25,862	29,931	28,202
North Western	*1931-32*	*21,021*	*47,683*	*59,209*	*78,246*	*97,208*	*78,378*	*101,193*
	1932-33	19,533	48,137	52,259	77,021	83,604	77,807	89,634
South Indian	*1931-32*	*1,686*	*8,194*	*4,199*	*13,351*	*6,182*	*13,355*	*6,194*
	1932-33	1,528	7,501	3,744	12,445	5,501	12,445	5,502
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1931-32*	†*69,776*	*210,800*	*180,348*	*321,738*	*265,217*	*322,184*	*279,234*
	1932-33	68,508	208,303	175,184	314,851	253,856	315,747	273,512
TOTAL CLASS I RAILWAYS — Steam	*1931-32*	†*17,481,632*	*23,387,844*	*36,291,122*	*31,602,653*	*41,744,589*	*31,821,946*	*43,302,308*
	1932-33	16,386,026	23,193,711	34,540,683	31,388,088	39,763,706	31,602,131	41,269,200
TOTAL CLASS I RAILWAYS — Electric§	*1931-32*	*253,065*	*510,329*	*535,941*	*723,132*	*616,042*	*723,767*	*624,469*
	1932-33	246,626	519,830	518,188	711,285	595,973	711,462	609,033

* See remarks on page 118.

§ See remarks on page 118.

† Revised figures.

17.—*Statement of Train and Engine ‡ Mileage of* **Class I Railways** *for the years 1931-32 and 1932-33.*

(In thousands.)

Railway.	Year.	TRAIN MILES.												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 8).	Total (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal-Nagpur	*1931-32*	*5,014*	*3,476*	*2,102*	*5,578*	*234*	*161*	*395*	*5,248*	*5,739*	*10,987*	*24*	*329*	*353*
	1932-33	4,965	3,056	1,977	5,033	219	202	421	5,184	5,235	10,419	33	319	352
Bombay, Baroda and Central India	*1931-32*	*3,586*	*1,577*	*224*	*1,801*	*340*	*544*	*884*	*3,926*	*2,345*	*6,271*	*12*	*51*	*63*
	1932-33	3,582	1,490	237	1,727	270	570	840	3,852	2,297	6,149	13	60	73
Eastern Bengal	*1931-32*	*4,475*	*962*	*86*	*1,048*	*121*	*50*	*171*	*4,596*	*1,098*	*5,694*	*8*	*183*	*191*
	1932-33	4,031	964	98	1,062	151	63	214	4,182	1,125	5,307	7	138	145
East Indian	*1931-32*	*15,233*	*9,389*	*1,850*	*11,239*	*714*	*151*	*865*	*15,947*	*11,390*	*27,337*	*163*	*591*	*754*
	1932-33	15,252	8,992	1,813	10,805	956	231	1,187	16,208	11,036	27,244	165	733	898
Great Indian Peninsula—Steam	*1931-32*	*9,725*	*3,752*	*1,748*	*5,500*	*430*	*222*	*702*	*10,205*	*5,722*	*15,927*	*13*	*520*	*533*
	1932-33	9,231	3,828	1,431	5,259	706	234	940	9,937	5,493	15,430	13	392	405
Great Indian Peninsula—Electric‡	*1931-32*	*1,580*	*558*	*Nil*	*558*	*Nil*	*Nil*	*Nil*	*1,580*	*558*	*2,138*	*2*	*32*	*34*
	1932-33	1,592	530	Nil	530	Nil	Nil	Nil	1,592	530	2,122	Nil	51	51
Madras and Southern Mahratta	*1931-32*	*3,920*	*1,218*	*50 8*	*1,726*	*193*	*155*	*348*	*4,113*	*1,881*	*5,994*	*59*	*75*	*134*
	1932-33	4,111	1,126	443	1,569	174	145	319	4,285	1,714	5,999	54	96	150
Nizam's State	*1931-32*	*984*	*641*	*7*	*648*	*74*	*159*	*233*	*1,058*	*807*	*1,865*	*2*	*74*	*76*
	1932-33	803	568	3	571	151	187	338	954	758	1,712	1	87	88
North Western	*1931-32*	*11,961*	*4,978*	*1,058*	*6,036*	*2,098*	*965*	*3,063*	*14,059*	*7,001*	*21,060*	*69*	*320*	*389*
	1932-33	11,224	4,696	932	5,628	2,609	1,321	3,930	13,833	6,949	20,782	40	299	339
South Indian	*1931-32*	*2,257*	*535*	*73*	*608*	*150*	*141*	*291*	*2,407*	*749*	*3,156*	*1*	*179*	*180*
	1932-33	2,346	440	76	516	125	146	271	2,471	662	3,133	Nil	168	168
Total 5′ 6″ gauge—Steam	*1931-32*	*57,155*	*26,528*	*7,656*	*34,184*	*4,404*	*2,548*	*6,952*	*61,559*	*36,732*	*98,291*	*351*	*2,322*	*2,673*
	1932-33	55,545	25,160	7,010	32,170	5,361	3,099	8,460	60,906	35,269	96,175	326	2,292	2,618
Total 5′ 6″ gauge—Electric‡	*1931-32*	*1,580*	*558*	*Nil*	*558*	*Nil*	*Nil*	*Nil*	*1,580*	*558*	*2,138*	*2*	*32*	*34*
	1932-33	1,592	530	Nil	530	Nil	Nil	Nil	1,592	530	2,122	Nil	51	51
3′ 3½″ Gauge.														
Assam Bengal	*1931-32*	*4*	*307*	*225*	*532*	*1,563*	*1,272*	*2,835*	*1,567*	*1,804*	*3,371*	*5*	*200*	*205*
	1932-33	4	144	188	332	1,587	1,323	2,910	1,591	1,655	3,246	4	160	164
Bengal and North-Western	*1931-32*	*3,684*	*1,160*	*664*	*1,824*	*1,336*	*946*	*2,282*	*5,020*	*2,770*	*7,790*	*11*	*217*	*228*
	1932-33	3,934	1,215	751	1,966	1,100	845	1,945	5,034	2,811	7,845	8	225	233
Bombay, Baroda and Central India	*1931-32*	*4,092*	*1,385*	*1,243*	*2,628*	*1,001*	*662*	*1,663*	*5,093*	*3,290*	*8,383*	*3*	*85*	*88*
	1932-33	4,173	1,149	1,057	2,206	923	831	1,754	5,096	3,037	8,133	2	74	76
Burma	*1931-32*	*1,197*	*1,218*	*488*	*1,706*	*2,599*	*1,173*	*3,772*	*3,796*	*2,879*	*6,675*	*14*	*417*	*431*
	1932-33	1,111	1,098	435	1,533	2,577	1,217	3,794	3,688	2,750	6,438	12	293	305

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡Mileage of Class I Railways for the years 1931-32 and 1932-33. (*In thousands*)—contd.

Railway.	Year.	TRAIN MILES. Passenger.	Goods. Main lines.	Goods. Branch lines.	Goods. Total. (Cols. 4+5.)	Mixed. Passenger proportion.	Mixed. Goods proportion.	Mixed. Total. (Cols. 7+8.)	Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	Departmental. Passenger and total mixed.	Departmental. Goods.	Departmental. Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3′ 3⅜″ Gauge—*concld.*														
Eastern Bengal	*1931-32*	*1,892*	*843*	*39*	*882*	*344*	*211*	*555*	*2,236*	*1,093*	*3,329*	*4*	*228*	*232*
	1932-33	1,801	925	36	961	295	229	524	2,096	1,190	3,286	4	88	92
Jodhpur	*1931-32*	*417*	*215*	*10*	*225*	*421*	*537*	*958*	*838*	*762*	*1,600*	*2*	*25*	*27*
	1932-33	346	234	9	243	438	517	955	784	760	1,544	1	47	48
Madras and Southern Mahratta	*1931-32*	*2,792*	*1,793*	*614*	*2,407*	*663*	*1,120*	*1,783*	*3,455*	*3,527*	*6,982*	*11*	*130*	*141*
	1932-33	3,169	1,633	597	2,230	589	1,019	1,608	3,758	3,249	7,007	13	160	173
Nizam's State	*1931-32*	*1,103*	*367*	*Nil*	*367*	*50*	*45*	*95*	*1,153*	*412*	*1,565*	*4*	*68*	*72*
	1932-33	848	309	Nil	309	138	129	267	986	438	1,424	1	40	41
Rohilkund and Kumaon	*1931-32*	*642*	*195*	*11*	*206*	*382*	*414*	*796*	*1,024*	*620*	*1,644*	*8*	*54*	*62*
	1932-33	614	140	9	149	361	459	820	975	608	1,583	7	43	50
South Indian	*1931-32*	*5,590*	*1,041*	*394*	*1,435*	*672*	*328*	*1,000*	*6,262*	*1,763*	*8,025*	*4*	*770*	*774*
	1932-33	5,693	960	357	1,317	653	402	1,055	6,346	1,719	8,065	3	438	441
Total 3′ 3⅜″ Gauge	*1931-32*	*21,413*	*8,524*	*3,688*	*12,212*	*9,031*	*6,708*	*15,739*	*30,444*	*18,920*	*49,364*	*66*	*2,194*	*2,260*
	1932-33	21,693	7,807	3,439	11,246	8,661	6,971	15,632	30,354	18,217	48,571	55	1,568	1,623
2′ 6″ & 2′ 0″ Gauges.			Total			Total							Total	
Bengal-Nagpur	*1931-32*	*584*	*390*			*680*			*1,037*	*617*	*1,654*		*28*	
	1932-33	536	377			681			988	606	1,594		38	
Bombay, Baroda and Central India	*1931-32*	*163*	*8*			*225*			*293*	*104*	*397*		*11*	
	1932-33	146	10			237			285	108	393		13	
Eastern Bengal	*1931-32*	*70*	*Nil*			*37*			*102*	*4*	*106*		*4*	
	1932-33	62	Nil			44			101	5	106		2	
Great Indian Peninsula	*1931-32*	*Nil*	*2*			*417*			*240*	*179*	*419*		*30*	
	1932-33	Nil	Nil			460			251	209	460		15	
North Western	*1931-32*	*262*	*495*			*476*			*573*	*660*	*1,233*		*30*	
	1932-33	241	363			539			555	588	1,143		44	
South Indian	*1931-32*	*Nil*	*Nil*			*178*			*129*	*49*	*178*		*Nil*	
	1932-33	Nil	Nil			164			121	43	164		Nil	
Total 2′ 6″ and 2′ 0″ Gauges	*1931-32*	*1,079*	*895*			*2,013*			*2,374*	*1,613*	*3,987*		*103*	
	1932-33	985	750			2,125			2,301	1,559	3,860		112	
Total Class I Railways—Steam	*1931-32*	*79,647*	*47,291*			*24,704*			*94,377*	*57,265*	*151,642*		*5,036*	
	1932-33	78,223	44,166			26,217			93,561	55,045	148,606		4,363	
Total Class I Railways—Electric‡	*1931-32*	*1,680*	*558*			*Nil*			*1,580*	*558*	*2,138*		*34*	
	1932-33	1,592	530			Nil			1,592	530	2,122		51	

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal-Nagpur	*1931-32*	*425*	*42*	*467*	*2,291*	*397*	*2,688*	*20*	*6*	*78*	*104*
	1932-33	311	33	344	2,269	328	2,597	8	5	68	81
Bombay, Baroda & Central India	*1931-32*	*185*	*4*	*189*	*728*	*62*	*790*	*1*	*4*	*137*	*142*
	1932-33	164	5	169	728	74	802	Nil	2	138	140
Eastern Bengal	*1931-32*	*316*	*60*	*376*	*882*	*65*	*947*	*Nil*	*Nil*	*29*	*29*
	1932-33	318	56	374	771	68	839	Nil	Nil	27	27
East Indian	*1931-32*	*694*	*26*	*720*	*3,698*	*187*	*3,885*	*78*	*112*	*421*	*611*
	1932-33	747	32	779	3,519	239	3,758	68	107	445	620
Great Indian Peninsula—Steam	*1931-32*	*350*	*11*	*361*	*1,678*	*160*	*1,838*	*63*	*53*	*107*	*223*
	1932-33	311	14	325	1,789	191	1,980	50	54	90	194
Great Indian Peninsula—Electric‡	*1931-32*	*Nil*	*1*	*1*	*Nil*	*13*	*13*	*121*	*18*	*57*	*196*
	1932-33	26	1	27	Nil	21	21	91	65	39	195
Madras & Southern Mahratta	*1931-32*	*129*	*7*	*136*	*621*	*97*	*718*	*11*	*4*	*89*	*104*
	1932-33	125	6	131	544	95	639	10	9	80	99
Nizam's State	*1931-32*	*31*	*4*	*35*	*203*	*29*	*232*	*2*	*Nil*	*24*	*26*
	1932-33	59	4	63	164	29	193	1	Nil	26	27
North Western	*1931-32*	*1,030*	*69*	*1,099*	*1,881*	*240*	*2,121*	*347*	*90*	*198*	*635*
	1932-33	1,019	84	1,103	1,828	274	2,102	345	78	172	595
South Indian	*1931-32*	*59*	*52*	*111*	*244*	*84*	*328*	*13*	*Nil*	*13*	*26*
	1932-33	63	67	130	212	93	305	5	1	14	20
Total 5′ 6″ Gauge—Steam	*1931-32*	*3,219*	*275*	*3,494*	*12,226*	*1,321*	*13,547*	*535*	*269*	*1,096*	*1,900*
	1932-33	3,117	301	3,418	11,824	1,391	13,215	487	256	1,060	1,803
Total 5′ 6″ Gauge—Electric‡	*1931-32*	*Nil*	*1*	*1*	*Nil*	*13*	*13*	*121*	*18*	*57*	*196*
	1932-33	26	1	27	Nil	21	21	91	65	39	195
3′ 3¼″ Gauge.											
Assam Bengal	*1931-32*	*82*	*31*	*113*	*553*	*78*	*631*	*20*	*12*	*18*	*50*
	1932-33	89	28	117	498	69	567	10	9	23	42
Bengal and North-Western	*1931-32*	*120*	*47*	*167*	*1,082*	*203*	*1,285*	*2*	*14*	*28*	*44*
	1932-33	124	53	177	1,121	278	1,399	3	10	22	35
Bombay, Baroda & Central India	*1931-32*	*188*	*43*	*231*	*777*	*102*	*879*	*9*	*29*	*47*	*85*
	1932-33	208	46	254	787	101	888	10	26	50	86
Burma	*1931-32*	*281*	*Nil*	*281*	*747*	*1*	*748*	*23*	*Nil*	*28*	*51*
	1932-33	270	Nil	270	678	Nil	678	6	1	28	35

‡Excluding electric multiple unit suburban trains.

Railways for the years 1931-32 and 1932-33 (In thousands)—contd.

Engine Miles								Total Departmental. (Cols. 15+33+35.)	Total Engine Miles.			Railway.
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).				Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total. Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
200	*32*	*452*	*147*	*831*	*11*	*18*	*597*	*961*	*5,819*	*9,258*	*16,038*	Bengal Nagpur.
118	20	408	139	685	10	22	407	769	5,609	8,517	14,895	
Nil	*2*	*72*	*20*	*94*	*1*	*16*	*223*	*287*	*4,257*	*3,229*	*7,773*	Bombay, Baroda & Central India.
Nil	1	60	17	78	1	14	221	295	4,161	3,177	7,633	
4	*8*	*45*	*174*	*231*	*16*	*16*	*35*	*242*	*5,001*	*2,276*	*7,519*	Eastern Bengal.
4	16	48	181	249	17	12	28	190	4,583	2,213	6,986	
69	*93*	*735*	*1,396*	*2,293*	*82*	*90*	*935*	*1,771*	*17,278*	*17,568*	*36,617*	East Indian.
80	100	682	1,167	2,029	116	63	888	1,902	17,607	16,823	36,332	
95	*31*	*174*	*40*	*340*	*9*	*54*	*367*	*909*	*10,789*	*7,900*	*19,598*	Great Indian Peninsula. Steam
91	28	171	37	327	6	39	293	704	10,456	7,800	18,960	
75	*Nil*	*37*	*Nil*	*112*	*1*	*6*	*26*	*61*	*1,777*	*683*	*2,521*	‡ Electric
72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	
37	*13*	*92*	*Nil*	*192*	*12*	*13*	*116*	*262*	*4,353*	*2,791*	*7,406*	Madras & Southern Mahratta.
55	14	83	4	156	12	13	112	274	4,515	2,509	7,298	
22	*Nil*	*107*	*3*	*132*	*Nil*	*20*	*53*	*129*	*1,119*	*1,171*	*2,419*	Nizam's State
12	2	102	2	118	1	30	66	155	1,044	1,069	2,268	
203	*33*	*520*	*67*	*823*	*48*	*35*	*766*	*1,203*	*15,793*	*9,945*	*26,941*	North Western.
207	25	442	53	727	44	36	755	1,138	15,531	9,778	26,447	
33	*13*	*49*	*Nil*	*95*	*61*	*18*	*76*	*317*	*2,544*	*1,172*	*4,033*	South Indian.
18	4	40	Nil	62	70	12	72	310	2,621	1,029	3,960	
713	*225*	*2,246*	*1,847*	*5,031*	*240*	*280*	*3,168*	*6,081*	*66,953*	*55,310*	*128,344*	Total 5′ 6″ Gauge. Steam
585	210	2,036	1,600	4,431	277	241	2,842	5,737	66,127	52,915	124,779	
75	*Nil*	*37*	*Nil*	*112*	*1*	*6*	*26*	*61*	*1,777*	*683*	*2,521*	‡ Electric
72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	
												3′ 3½″ Gauge.
44	*30*	*36*	*1*	*111*	*2*	*10*	*59*	*266*	*1,730*	*2,546*	*4,542*	Assam Bengal.
24	24	41	Nil	89	2	7	52	218	1,750	2,311	4,279	
6	*38*	*41*	*Nil*	*85*	*90*	*27*	*154*	*472*	*5,231*	*4,140*	*9,843*	Bengal and North-Western.
Nil	47	39	Nil	86	89	6	128	450	5,246	4,296	9,992	
8	*62*	*69*	*24*	*163*	*1*	*5*	*311*	*400*	*5,409*	*4,332*	*10,141*	Bombay, Baroda & Central India.
7	45	68	21	141	1	4	288	365	5,436	4,066	9,867	
17	*2*	*180*	*312*	*511*	*Nil*	*Nil*	*131*	*562*	*4,128*	*4,138*	*8,828*	Burma.
6	2	142	243	393	Nil	Nil	115	420	3,993	3,821	8,234	

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			*Goods and proportion of mixed.*			*Passenger and proportion of mixed.*			
		Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3′ 3⅜″ Gauge—*concld.*											
Eastern Bengal	*1931-32*	*182*	*15*	*197*	*428*	*92*	*520*	*1*	*Nil*	*6*	*7*
	1932-33	180	12	192	390	79	469	Nil	2	6	8
Jodhpur	*1931-32*	*94*	*48*	*142*	*165*	*56*	*221*	*Nil*	*Nil*	*3*	*3*
	1932-33	96	45	141	162	52	214	2	2	6	10
Madras & Southern Mahratta	*1931-32*	*105*	*6*	*111*	*723*	*71*	*794*	*15*	*25*	*28*	*68*
	1932-33	100	8	108	622	71	693	13	34	21	68
Nizam's State	*1931-32*	*20*	*18*	*38*	*99*	*13*	*112*	*1*	*Nil*	*41*	*42*
	1932-33	21	13	34	91	10	101	3	Nil	39	42
Rohilkund and Kumaon	*1931-32*	*35*	*Nil*	*35*	*185*	*3*	*188*	*15*	*17*	*15*	*47*
	1932-33	34	Nil	34	207	3	210	12	13	13	38
South Indian	*1931-32*	*122*	*98*	*220*	*388*	*236*	*624*	*2*	*12*	*28*	*42*
	1932-33	107	191	298	337	202	539	1	9	29	39
Total 3′ 3⅜″ Gauge	*1931-32*	*1,229*	*306*	*1,535*	*5,147*	*855*	*6,002*	*88*	*109*	*242*	*439*
	1932-33	1,229	396	1,625	4,893	865	5,758	60	106	237	403

		Shunting miles (all classes).		
		Shunting Engines.	Train Engines.	Total.
2′ 6″ & 2′ 0″ Gauges.				
Bengal-Nagpur	*1931-32*	*338*	*86*	*424*
	1932-33	303	85	388
Bombay, Baroda & Central India	*1931-32*	*Nil*	*28*	*28*
	1932-33	Nil	30	30
Eastern Bengal	*1931-32*	*Nil*	*3*	*3*
	1932-33	Nil	3	3
Great Indian Peninsula	*1931-32*	*34*	*3*	*37*
	1932-33	35	3	38
North Western	*1931-32*	*132*	*30*	*162*
	1932-33	120	32	152
South Indian	*1931-32*	*Nil*	*11*	*11*
	1932-33	Nil	11	11
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*504*	*161*	*665*
	1932-33	458	164	622
Total Class I Railways — Steam	*1931-32*	..	*22,325*	..	*2,918*	..	*25,243*			*	*
	1932-33	..	21,521	..	3,117	..	24,638			*	*
Total Class I Railways — Electric‡	*1931-32*	..	*1*	*1*	..	*13*	*13*	*121*	*18*	*57*	*196*
	1932-33	26	1	27	..	21	21	91	65	39	195

‡Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1931-32 and 1932-33 (In thousands)—concld.

ENGINE MILES.									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			
Assisting required.	Assisting not required.	Light.	Siding.	Total Other. (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3⅜″ GAUGE—*concld.*
Nil	*2*	*11*	*20*	*33*	*1*	*48*	*84*	*317*	*2,440*	*1,646*	*4,403*	Eastern Bengal.
Nil	3	10	18	31	2	22	44	138	2,296	1,690	4,124	
2	*Nil*	*7*	*Nil*	*9*	*Nil*	*3*	*74*	*101*	*984*	*993*	*2,078*	Jodhpur.
12	4	16	Nil	32	Nil	3	71	119	935	1,006	2,060	
148	*143*	*74*	*Nil*	*365*	*2*	*11*	*70*	*213*	*3,634*	*4,686*	*8,533*	Madras & Southern Mahratta.
126	114	61	1	302	1	17	76	250	3,934	4,244	8,428	
Nil	*Nil*	*42*	*Nil*	*42*	*1*	*24*	*71*	*144*	*1,233*	*556*	*1,943*	Nizam's State.
6	Nil	42	Nil	48	1	11	72	114	1,062	587	1,763	
7	*7*	*9*	*3*	*26*	*11*	*1*	*54*	*127*	*1,106*	*834*	*2,067*	Rohilkund and Kumaon.
9	4	11	4	28	8	1	54	112	1,047	846	2,005	
31	*19*	*42*	*28*	*120*	*66*	*33*	*94*	*934*	*6,524*	*2,607*	*9,965*	South Indian.
35	24	55	26	140	47	35	74	562	6,683	2,398	9,643	
263	*303*	*511*	*388*	*1,465*	*174*	*162*	*1,102*	*3,536*	*32,419*	*26,388*	*62,343*	Total 3′ 3⅜″ Gauge.
225	267	485	343	1,290	151	106	974	2,748	32,382	25,265	60,395	
				Total § Other Engine Miles.			Total other Departmental.					2′ 6″ & 2′ 0″ GAUGES.
				24			*38*	*66*	*	*	*2,168*	Bengal-Nagpur.
				21			27	65	*	*	2,068	
				6			*3*	*3*	*327*	*104*	*434*	Bombay, Baroda & Central India.
				4			3	3	319	108	430	
				Nil			*4*	*4*	*105*	*4*	*113*	Eastern Bengal.
				Nil			2	2	102	7	111	
				Nil			*1*	*31*	*249*	*207*	*487*	Great Indian Peninsula.
				Nil			1	16	260	238	514	
				171			*8*	*38*	*	*	*1,604*	North Western.
				103			12	56	*	*	1,454	
				Nil			*Nil*	*Nil*	*133*	*56*	*189*	South Indian.
				Nil			Nil	Nil	125	50	175	
				201			*54*	*142*	*	*	*4,995*	Total 2′ 6″ & 2′ 0″ Gauges.
				128			45	142	*	*	*4,752*	
				9,036				*9,774*	*	*	*195,682*	Steam
				8,055				8,642	*	*	189,926	
75	*Nil*	*37*	*Nil*	*112*	*1*	*6*	*26*	*61*	*1,777*	*683*	*2,521*	Electric ‡
72	1	34	Nil	107	Nil	21	38	89	1,814	658	2,561	

Total Class. I Railways.

* Figures not available.

§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Engine hours of* **Class I Railways**

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (columns 4+5.)	Main Line.	Branch Line.	Total. (columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal-Nagpur	*1931-32*	*251,4*	*17,3*	*11,9*	*29,2*	*286,8*	*185,7*	*472,5*	*93,5*	*537,6*
	1932-33	244,9	16,4	15,2	31,6	245,7	173,2	418,9	68,8	519,5
Bombay, Baroda and Central India.	*1931-32*	*150,1*	*22,7*	*38,0*	*60,7*	*134,4*	*21,6*	*156,0*	*37,8*	*158,0*
	1932-33	149,6	18,7	41,5	60,2	120,5	21,0	141,5	33,8	160,3
Eastern Bengal	*1931-32*	*227,3*	*9,4*	*3,9*	*13,3*	*101,0*	*13,7*	*114,7*	*75,3*	*189,4*
	1932-33	199,1	11,1	4,7	15,8	94,9	13,8	108,7	74,8	167,7
East Indian	*1931-32*	*642,5*	*43,0*	*9,1*	*52,1*	*821,7*	*198,1*	*1,019,8*	*144,1*	*777,0*
	1932-33	634,1	55,1	13,8	68,9	755,0	188,2	943,2	155,8	751,2
Great Indian Peninsula	*1931-32*	*469,4*	*29,1*	*14,5*	*43,6*	*346,9*	*147,7*	*494,6*	*72,5*	*371,5*
	1932-33	447,6	40,0	15,3	55,3	331,5	118,4	449,9	70,9	402,6
Madras and Southern Mahratta	*1931-32*	*192,3*	*13,8*	*11,1*	*24,9*	*106,3*	*46,1*	*152,4*	*27,3*	*143,6*
	1932-33	197,2	12,1	10,2	22,3	99,3	40,9	140,2	26,2	127,8
Nizam's State	*1931-32*	*43,4*	*4,6*	*9,9*	*14,5*	*60,6*	*7*	*61,3*	*7,0*	*46,4*
	1932-33	35,0	9,2	11,3	20,5	52,9	2	53,1	12,6	38,5
North Western	*1931-32*	*554,5*	*145,5*	*66,6*	*212,1*	*442,1*	*102,5*	*544,6*	*219,8*	*424,3*
	1932-33	506,4	168,0	86,7	254,7	409,4	88,8	498,2	220,6	420,3
South Indian	*1931-32*	*115,1*	*9,7*	*10,1*	*19,8*	*46,1*	*7,0*	*53,1*	*22,1*	*65,6*
	1932-33	116,4	8,3	10,4	18,7	37,4	6,7	44,1	26,0	61,0
Total 5′ 6″ Gauge	*1931-32*	*2,646,0*	*295,1*	*175,1*	*470,2*	*2,345,9*	*723,1*	*3,069,0*	*699,4*	*2,713,4*
	1932-33	2,530,3	338,9	209,1	548,0	2,146,6	651,2	2,797,8	689,5	2,649,4
3′ 3¼″ Gauge.										
Assam Bengal	*1931-32*	*3*	*136,3*	*110,8*	*247,1*	*26,8*	*21,6*	*48,4*	*22,5*	*126,3*
	1932-33	3	134,8	112,2	247,0	11,7	18,1	29,8	23,6	113,3
Bengal and North-Western	*1931-32*	*225,7*	*104,6*	*74,1*	*178,7*	*118,3*	*74,7*	*193,0*	*33,3*	*257,0*
	1932-33	236,8	83,1	63,8	146,9	122,3	74,9	197,2	35,4	279,8
Bombay, Baroda and Central India.	*1931-32*	*231,4*	*74,0*	*49,8*	*123,8*	*115,2*	*113,3*	*228,5*	*46,2*	*175,8*
	1932-33	231,0	67,5	62,4	129,9	95,3	93,9	189,2	51,0	177,6
Burma	*1931-32*	*66,4*	*178,0*	*85,6*	*263,6*	*112,6*	*42,5*	*155,1*	*56,2*	*149,6*
	1932-33	57,1	172,5	85,6	258,1	96,5	36,9	133,4	54,0	135,5

for the years 1931-32 and 1932-33 (In hundreds).

Service. †Other Hours.			Total.		Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5′ 6″ Gauge.
85,6	*177,1*	*21,0*	*447,8*	*1,220,1*	*2,1*	*142,6*	*144,7*	*1,812,6*	*60*	*40*	Bengal-Nagpur.
66,7	147,8	19,8	396,8	1,121,2	3,3	96,0	99,3	1,617,3	65	36	
57,5	*42,9*	*2,9*	*268,1*	*397,8*	*1,9*	*42,3*	*44,2*	*710,1*	*64*	*44*	Bombay, Baroda and Central India.
54,5	41,1	2,4	256,6	386,8	2,4	43,4	45,8	689,2	65	43	
33,9	*26,8*	*24,9*	*395,9*	*359,7*	*2,9*	*29,8*	*32,7*	*788,3*	*59*	*30*	Eastern Bengal.
77,4	24,4	25,8	362,4	331,3	2,1	20,9	23,0	716,7	58	32	
243,7	*279,3*	*199,5*	*1,073,3*	*2,284,7*	*29,4*	*209,4*	*238,8*	*3,596,8*	*62*	*41*	East Indian.
249,6	258,0	166,7	1,094,6	2,133,4	34,3	217,5	251,8	3,479,8	61	41	
116,1	*183,5*	*5,8*	*687,1*	*1,069,9*	*6,0*	*118,6*	*124,6*	*1,881,6*	*73*	*47*	Great Indian Peninsula.
112,5	174,1	5,4	671,0	1,047,3	5,7	91,7	97,4	1,815,7	72	41	
75,2	*60,0*	*Nil*	*308,6*	*367,1*	*8,2*	*24,2*	*32,4*	*708,1*	*67*	*45*	Madras and Southern Mahratta.
77,1	56,7	6	312,6	335,5	7,5	25,1	32,6	680,7	66	42	
13,0	*23,4*	*4*	*68,0*	*146,4*	*2*	*17,3*	*17,5*	*231,9*	*70*	*43*	Nizam's State.
14,5	24,0	2	71,3	127,1	1	20,5	20,6	219,0	62	44	
157,9	*137,6*	*9,6*	*1,077,7*	*1,182,7*	*13,7*	*157,3*	*171,0*	*2,431,4*	*64*	*46*	North Western.
150,9	137,1	7,6	1,045,9	1,149,9	11,6	154,8	166,4	2,362,2	64	45	
57,2	*31,6*	*Nil*	*204,1*	*160,4*	*12,8*	*36,9*	*49,7*	*414,2*	*61*	*39*	South Indian
56,2	28,8	Nil	206,9	144,3	14,0	34,4	48,4	399,6	56	30	
890,1	*967,2*	*264,1*	*4,530,6*	*7,188,8*	*77,2*	*778,4*	*855,6*	*12,575,0*			Total 5′ 6″ Gauge.
859,4	892,0	228,5	4,418,1	6,776,8	81,0	704,3	785,3	11,980,2			
											3′ 3¾″ Gauge.
33,8	*43,4*	*1*	*192,9*	*329,0*	*7*	*30,7*	*31,4*	*553,3*	*71*	*48*	Assam Bengal.
31,8	36,7	Nil	190,5	292,0	5	25,0	25,5	508,0	71	45	
73,0	*57,4*	*Nil*	*436,6*	*581,5*	*17,5*	*57,9*	*75,4*	*1,093,5*	*73*	*41*	Bengal and North We
65,5	57,3	Nil	420,8	598,1	17,0	51,7	68,7	1,087,6	73	40	
68,3	*56,7*	*3,3*	*419,9*	*514,1*	*3*	*65,7*	*66,0*	*1,000,0*	*73*	*48*	Bombay, Baroda and Central India.
63,7	56,5	3,0	413,2	488,7	3	59,0	59,3	961,2	72	47	
68,7	*41,9*	*44,5*	*369,3*	*476,7*	*1,1*	*58,3*	*59,4*	*905,4*	*66*	*51*	Burma.
60,0	36,3	34,7	343,6	425,5	1,0	40,9	41,9	811,0	67	47	

† Other hours include Assisting required, Assisting not required, Light and Siding engine hour.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3′ 3¾″ GAUGE—*concld.*										
Eastern Bengal	*1931-32*	*112,6*	*28,5*	*17,5*	*46,0*	*78,9*	*4,3*	*83,2*	*39,4*	*104,1*
	1932-33	106,8	23,9	18,6	42,5	85,0	4,0	89,0	38,4	93,7
Jodhpur	*1931-32*	*21,2*	*30,5*	*39,0*	*69,5*	*19,3*	*1,1*	*20,4*	*28,5*	*44,3*
	1932-33	17,2	31,5	37,3	68,8	21,0	9	21,9	28,2	42,8
Madras and Southern Mahratta	*1931-32*	*165,7*	*54,6*	*92,4*	*147,0*	*172,4*	*59,0*	*231,4*	*22,3*	*158,7*
	1932-33	181,4	47,9	82,8	130,7	154,2	57,1	211,3	21,6	138,5
Nizam's State	*1931-32*	*59,5*	*4,2*	*3,8*	*8,0*	*38,2*	*Nil*	*38,2*	*7,6*	*23,4*
	1932-33	45,3	9,3	8,7	18,0	31,1	Nil	31,1	6,8	20,2
Rohilkund and Kumaon	*1931-32*	*37,2*	*29,5*	*32,2*	*61,7*	*20,9*	*1,2*	*22,1*	*7,0*	*37,6*
	1932-33	34,8	27,7	35,3	63,0	13,6	8	14,4	6,7	42,1
South Indian	*1931-32*	*313,7*	*51,9*	*25,1*	*77,0*	*98,8*	*38,9*	*137,7*	*44,0*	*125,0*
	1932-33	318,8	50,7	30,4	81,1	85,5	37,5	123,0	59,4	108,0
Total 3′ 3¾″ Gauge	*1931-32*	*1,233,7*	*692,1*	*530,3*	*1,222,4*	*801,4*	*356,6*	*1,158,0*	*307,0*	*1,200,8*
	1932-33	1,229,5	648,9	537,1	1,186,0	716,2	324,1	1,040,3	325,1	1,151,5
2′ 6″ & 2′ 0″ GAUGES.			Total			Total			Total	
Bengal Nagpur	*1931-32*	*40,4*			*60,4*			*39,3*	*84,7*	
	1932-33	37,6			60,3			37,7	77,6	
Bombay, Baroda and Central India.	*1931-32*	*12,1*			*20,3*			*1,1*	*5,5*	
	1932-33	11,1			21,5			1,4	6,0	
Eastern Bengal	*1931-32*	*7,4*			*4,3*			*Nil*	*6*	
	1932-33	6,5			4,6			Nil	5	
Great Indian Peninsula	*1931-32*	*Nil*			*31,1*			*2*	*7,6*	
	1932-33	Nil			33,7			Nil	8,0	
North-Western	*1931-32*	*23,4*			*41,7*			*60,3*	*32,5*	
	1932-33	21,9			47,2			44,7	30,3	
South Indian	*1931-32*	*Nil*			*13,7*			*Nil*	*2,1*	
	1932-33	Nil			12,5			Nil	2,2	
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*83,3*			*171,5*			*100,9*	*133,0*	
	1932-33	77,1			179,8			83,8	124,6	
Total Class I Railways	*1931-32*	*963,0*			*1,864,1*			*4,327,9*	*5,053,6*	
	1932-33	3,836,9			1,913,8			3,921,9	4,940,1	

for the years 1931-32 and 1932-33 (In hundreds)—concld.

Service.					Departmental Engine hours.			Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours.		Railway.
† Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17 + 18.)		Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3½″ Gauge—*concld.*
37,9	*16,8*	*2,8*	*218,4*	*224,4*	*7*	*46,3*	*47,0*	*489,8*	*64*	*37*	Eastern Bengal.
37,0	18,0	2,6	206,1	221,9	9	17,7	18,6	446,6	63	45	
24,3	*21,9*	*1*	*104,5*	*125,7*	*6*	*14,4*	*15,0*	*245,2*	*49*	*42*	Jodhpur.
22,1	23,8	Nil	99,0	125,8	2	18,2	18,4	243,2	49	41	
36,0	*82,7*	*Nil*	*278,6*	*565,2*	*1,4*	*25,6*	*27,0*	*870,8*	*79*	*57*	Madras and Southern Mahratta.
35,4	70,0	2	286,3	502,8	1,7	28,3	30,0	819,1	80	55	
13,4	*8,9*	*Nil*	*84,7*	*73,3*	*5*	*18,6*	*19,1*	*177,1*	*75*	*46*	Nizam's State.
14,6	8,5	Nil	76,0	68,5	4	15,7	16,1	160,6	71	47	
19,6	*12,0*	*4*	*93,3*	*104,3*	*2,4*	*18,0*	*20,4*	*218,0*	*71*	*52*	Rohilkund and Kumaon.
15,6	9,7	5	84,8	102,0	2,1	17,0	19,1	205,9	72	42	
168,8	*45,2*	*4,0*	*578,4*	*337,0*	*13,9*	*116,6*	*130,5*	*1,045,9*	*63*	*48*	South Indian.
162,5	50,1	3,7	591,4	315,2	10,1	67,5	77,6	984,2	61	40	
543,8	*336,9*	*55,2*	*2,776,6*	*3,331,2*	*39,1*	*452,1*	*491,2*	*6,599,0*			Total 3′ 3½″ Gauge.
508,2	366,9	44,7	2,711,7	3,140,5	34,2	341,0	375,2	6,227,4			
Total.											2′ 6″ & 2′ 0″ Gauges.
22,7							*9,7*	*257,2*			Bengal Nagpur.
21,7							8,8	243,7			
16,0							*1,9*	*56,9*			Bombay, Baroda and Central India.
17,0							2,1	59,1			
5,9							*6*	*18,8*			Eastern Bengal.
7,5							3	19,6			
5,0							*3,9*	*47,8*			Great Indian Peninsula.
6,1							1,8	49,6			
38,4							*5,0*	*201,3*			North Wester.
26,7							7,4	178,2			
8,4							*1*	*24,3*			South Indian.
7,2							Nil	21,9			
96,4							*21,2*	*606,3*			Total 2′ 6″ & 2′ 0″ Gauges.
86,2							20,4	572,1			
3,203,3							*1,368,0*	*19,780,3*			Total Class I Railways.
2,985,9							1,180	18,779,7			

† "Other hours" include Assisting required, Assisting not required, Light and Siding engine hours.

19.- *Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS.			MIXED TRAINS. (PASSENGER PROPORTION.)			TOTAL PASSENGER AND PROPORTION OF MIXED.			GOODS AND Goods. *Main Lines.*		
		Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	Coaching Vehicles.	Other Vehicles	Total (Cols. 6 +7.)	Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	Loaded.	Total	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5' 6" Gauge.													
Bengal-Nagpur	*1931-32*	*73,135*	*3,170*	*76,305*	*2,730*	*33*	*2,763*	*75,865*	*3,203*	*79,068*	*103,359*	*149,897*	*69·0*
	1932-33	72,343	2,571	74,914	3,130	39	3,169	75,473	2,610	78,083	89,013	129,295	68·8
Bombay, Baroda and Central India.	*1931-32*	*50,470*	*6,902*	*57,372*	*6,561*	*2,596*	*9,157*	*57,031*	*9,498*	*66,529*	*55,558*	*78,538*	*70·7*
	1932-33	50,355	8,060	58,415	6,634	915	7,549	56,989	8,975	65,964	52,555	74,301	70·7
Eastern Bengal	*1931-32*	*69,406*	*5,426*	*74,832*	*2,161*	*Nil*	*2,161*	*71,567*	*5,426*	*76,993*	*38,203*	*51,496*	*74·2*
	1932-33	63,677	5,275	68,952	2,693	Nil	2,693	66,370	5,275	71,645	34,436	48,934	70·4
East Indian	*1931-32*	*256,748*	*11,451*	*268,199*	*9,718*	*218*	*9,936*	*266,466*	*11,669*	*278,135*	*321,771*	*506,269*	*63·6*
	1932-33	258,122	9,854	267,976	13,403	249	13,652	271,525	10,103	281,628	312,039	492,814	63·3
Great Indian Peninsula	*1931-32*	*173,538*	*3,489*	*177,027*	*7,619*	*Nil*	*7,619*	*181,157*	*3,489*	*184,646*	*161,139*	*211,038*	*76·4*
	1932-33	166,112	4,361	170,473	11,591	Nil	11,591	177,703	4,361	182,064	155,753	210,244	74·1
Madras and Southern Mahratta.	*1931-32*	*52,893*	*712*	*53,605*	*2,785*	*2*	*2,787*	*55,678*	*714*	*56,392*	*44,958*	*60,704*	*74·1*
	1932-33	52,748	665	53,353	2,434	9	2,443	55,182	614	55,796	42,280	58,093	72·8
Nizam's State	*1931-32*	*12,089*	*320*	*12,409*	*1,366*	*18*	*1,384*	*13,455*	*338*	*13,793*	*17,790*	*24,240*	*73·4*
	1932-33	10,196	195	10,391	2,655	70	2,725	12,851	265	13,116	15,574	22,050	70·6
North Western	*1931-32*	*209,762*	*6,161*	*215,923*	*30,288*	*436*	*30,724*	*240,050*	*6,597*	*246,647*	*187,230*	*255,180*	*73·4*
	1932-33	189,290	6,361	195,651	40,800	659	41,459	230,090	7,020	237,110	177,439	243,303	72·9
South Indian	*1931-32*	*27,043*	*686*	*27,729*	*2,046*	*33*	*2 079*	*29,089*	*719*	*29,808*	*13,889*	*17,736*	*78·3*
	1932-33	26,822	420	27,242	2,082	42	2,124	28,904	462	29,366	12,550	15,589	80·5
Total 5' 6" Gauge	*1931-32*	*925,084*	*38,317*	*963,401*	*65,274*	*3,336*	*68,610*	*990,358*	*41,653*	*1,032,011*	*943,947*	*1,355,098*	*69·6*
	1932-33	889,665	37,702	927,367	85,422	1,983	87,405	975,087	39,685	1,014,772	891,639	1,294,623	68·9
3' 3½" Gauge.													
Assam Bengal	*1931-32*	*68*	*25*	*93*	*39,690*	*2,816*	*42,506*	*39,758*	*2,841*	*42,599*	*6,022*	*9,294*	*64·8*
	1932-33	64	44	108	39,732	3,050	42,782	39,796	3,094	42,890	2,687	4,309	62·4
Bengal and North-Western.	*1931-32*	*63,037*	*397*	*63,434*	*34,150*	*268*	*34,418*	*97,187*	*665*	*97,852*	*41,112*	*53,768*	*76·5*
	1932-33	65,068	391	65,459	19,898	198	20,096	84,966	589	85,555	41,073	53,156	77·3
Bombay, Baroda and Central India.	*1931-32*	*63,645*	*5,101*	*68,746*	*22,781*	*770*	*23,551*	*86,426*	*5,871*	*92,297*	*44,777*	*64,183*	*69·8*
	1932-33	64,763	5,190	69,953	22,503	801	23,304	87,266	5,991	93,257	38,005	55,166	68·9
Burma.	*1931-32*	*25,585*	*234*	*25,819*	*50,984*	*977*	*51,961*	*76,569*	*1,211*	*77,780*	*46,947*	*62,488*	*75·1*
	1932-33	23,665	284	23,949	49,782	1,294	51,076	73,447	1,578	75,025	42,887	56,332	76·1

Railways for the years 1931-32 and 1932-33 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded. 15	Total. 16	Percentage loaded of total. 17	Loaded. 18	Total. 19	Loaded. (Cols. 12+15+18.) 20	Total. (Cols. 13+16+19.) 21	Percentage loaded of total. 22	23	24	25	26	27	28	29
														5′ 6″ Gauge.
47,825	*84,544*	*56·6*	*1,361*	*1,944*	*152,545*	*236,385*	*64·5*	*396*	*4,171*	*4,567*	*3,378*	*6,773*	*10,151*	Bengal Nagpur.
47,121	82,049	57·4	2,158	3,264	138,292	214,608	64·4	614	6,560	7,174	3,460	6,615	10,075	
5,496	*9,312*	*59·0*	*11,435*	*15,243*	*72,489*	*103,093*	*70·3*	*67*	*1,415*	*1,482*	*2,736*	*1,889*	*4,625*	Bombay, Baroda and Central India.
5,919	10,352	57·2	12,401	16,717	70,875	101,370	69·9	98	2,094	2,192	2,590	1,822	4,412	
2,400	*3,821*	*62·8*	*622*	*907*	*41,225*	*56,224*	*73·3*	*159*	*8,341*	*8,500*	*376*	*1,331*	*1,707*	Eastern Bengal.
2,391	3,881	61·6	734	1,133	37,561	53,948	69·6	129	6,674	6,803	181	1,297	1,478	
42,815	*62,690*	*68·3*	*1,564*	*2,103*	*366,150*	*571,062*	*64·1*	*2,912*	*18,648*	*21,560*	*3,412*	*12,676*	*16,089*	East Indian.
41,602	61,070	68·1	2,577	3,357	356,218	557,241	63·9	3,203	22,935	26,138	2,763	12,748	15,511	
34,084	*51,316*	*66·4*	*2,050*	*3,135*	*197,273*	*265,489*	*74·3*	*161*	*9,832*	*9,993*	*5,502*	*6,845*	*12,347*	Great Indian Peninsula.
32,970	49,561	66·5	2,909	4,348	191,632	264,153	72·6	228	7,203	7,431	3,921	6,546	10,467	
14,734	*19,735*	*74·7*	*1,732*	*2,284*	*61,424*	*82,723*	*74·3*	*780*	*1,857*	*2,637*	*1,280*	*2,565*	*3,845*	Madras and Southern Mahratta.
13,063	16,873	77·4	1,608	2,043	56,951	77,009	74·0	849	2,505	3,354	1,286	2,386	3,672	
75	*127*	*59·1*	*2,009*	*2,927*	*19,874*	*27,294*	*73·0*	*38*	*1,010*	*1,048*	*315*	*786*	*1,161*	Nizam's State.
28	53	51·7	1,938	3,368	17,540	25,471	68·9	27	1,192	1,219	294	754	1,048	
25,512	*34,114*	*74·8*	*12,784*	*16,451*	*225,576*	*305,745*	*73·8*	*1,037*	*8,993*	*10,030*	*11,128*	*6,464*	*17,592*	North Western.
23,161	30,311	76·4	19,281	24,129	219,881	297,743	73·9	605	8,897	9,502	8,915	5,998	14,913	
1,869	*2,409*	*77·6*	*2,059*	*2,541*	*17,817*	*22,686*	*78·5*	*15*	*1,830*	*1,845*	*470*	*1,128*	*1,598*	South Indian.
1,912	2,408	79·4	2,573	3,093	17,035	21,090	80·8	Nil	2,398	2,398	524	1,031	1,555	
174,810	*268,068*	*66·2*	*35,616*	*47,535*	*1,154,373*	*1,670,701*	*69·1*	*5,565*	*56,097*	*61,662*	*28,597*	*40,457*	*69,054*	Total 5′ 6″ Gauge.
168,167	256,558	65·5	46,179	61,452	1,105,985	1,612,633	68·6	5,753	60,458	66,211	23,934	39,197	63,131	
														3′ 3½″ Gauge.
2,722	*3,662*	*74·3*	*25,661*	*34,659*	*34,405*	*47,615*	*72·3*	*97*	*4,881*	*4,978*	*Nil*	*850*	*850*	Assam Bengal.
2,224	3,189	69·8	25,932	35,761	30,843	43,259	71·3	86	3,781	3,867	Nil	607	607	
17,827	*23,253*	*76·7*	*13,390*	*17,317*	*72,328*	*94,339*	*76·7*	*105*	*7,012*	*7,117*	*8,284*	*2,070*	*10,354*	Bengal and North-Western.
17,824	24,145	73·8	11,568	15,671	70,465	92,972	75·8	83	8,110	8,193	7,662	2,056	9,718	
33,243	*47,754*	*69·6*	*11,146*	*16,147*	*89,166*	*128,084*	*69·6*	*41*	*2,554*	*2,595*	*2,589*	*2,784*	*5,373*	Bombay, Baroda and Central India.
29,564	42,337	69·8	15,530	21,542	83,099	119,045	69·8	25	2,010	2,035	2,820	2,294	5,114	
6,254	*8,874*	*70·5*	*18,566*	*24,050*	*71,767*	*95,412*	*75·2*	*121*	*6,523*	*6,644*	*74*	*2,381*	*2,455*	Burma.
5,242	7,561	69·3	18,557	23,962	66,686	87,855	75·9	147	8,107	8,254	113	2,236	2,349	

19.—Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	PASSENGER TRAINS. Other Vehicles.	PASSENGER TRAINS. Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Other Vehicles.	MIXED TRAINS. (PASSENGER PROPORTION.) Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Other Vehicles. (Cols. 4+7)	TOTAL PASSENGER AND PROPORTION OF MIXED. Total. (Cols. 9+10).	GOODS AND Goods. Main Lines. Loaded.	Total.	Percentage loaded to total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" GAUGE—*concld.*													
Eastern Bengal	*1931-32*	*39,638*	*1,124*	*40,762*	*7,668*	*Nil*	*7,668*	*47,306*	*1,124*	*48,430*	*28,506*	*42,660*	*66·8*
	1932-33	37,233	1,312	38,545	7,186	Nil	7,186	44,419	1,312	45,731	32,735	46,179	70·9
Jodhpur	*1931-32*	*7,938*	*150*	*8,088*	*9,684*	*240*	*9,924*	*17,622*	*390*	*18,012*	*8,227*	*11,646*	*70·6*
	1932-33	7,002	126	7,128	10,349	262	10,611	17,351	388	17,739	7,783	12,983	60·0
Madras and Southern Mahratta.	*1931-32*	*41,837*	*529*	*42,366*	*13,877*	*27*	*13,904*	*55,714*	*556*	*56,270*	*44,101*	*58,520*	*75·4*
	1932-33	43,631	579	44,210	11,749	Nil	11,749	55,380	579	55,959	40,674	54,049	75·3
Nizam's State	*1931-32*	*12,452*	*561*	*13,013*	*670*	*7*	*677*	*13,122*	*568*	*13,690*	*11,341*	*15,296*	*74·6*
	1932-33	8,821	346	9,167	2,561	73	2,634	11,382	419	11,801	8,807	11,813	74·6
Rohilkund and Kumaon	*1931-32*	*8,191*	*108*	*8,299*	*6,408*	*68*	*6,476*	*14,599*	*176*	*14,775*	*4,670*	*6,993*	*66·8*
	1932-33	7,692	106	7,798	6,245	62	6,307	13,937	168	14,105	3,237	4,878	66·4
South Indian	*1931-32*	*86,717*	*572*	*87,289*	*11,126*	*68*	*11,194*	*97,843*	*640*	*98,483*	*33,226*	*45,599*	*72·9*
	1932-33	83,044	504	83,548	11,328	37	11,365	94,372	541	94,913	30,054	40,685	73·9
Total 3' 3½" GAUGE	*1931-32*	*349,108*	*3,801*	*357,909*	*197,038*	*5,241*	*202,279*	*546,146*	*14,042*	*560,188*	*268,929*	*370,357*	*72·6*
	1932-33	340,983	3,882	349,865	181,333	5,777	187,110	522,316	14,659	536,975	247,942	339,550	73·0

2' 6" & 2' 0" GAUGES.		Total	Total	Total	Total—Main and Branch Lines. Loaded.	Total.	Percentage loaded of Total.
Bengal-Nagpur	*1931-32*	*10,123*	*10,159*	*20,282*	*6,029*	*9,279*	*65·0*
	1932-33	9,559	10,497	20,056	6,110	9,461	64·6
Bombay, Baroda and Central India.	*1931-32*	*1,289*	*1,930*	*3,219*	*47*	*89*	*52·8*
	1932-33	1,246	1,986	3,232	43	85	50·6
Eastern Bengal	*1931-32*	*612*	*421*	*1,033*	*Nil*	*Nil*	*Nil*
	1932-33	530	460	990	Nil	Nil	Nil
Great Indian Peninsula	*1931-32*	..	*3,546*	*3,546*	*8*	*18*	*42·2*
	1932-33	2	3,215	3,217		1	100·0
North-Western	*1931-32*	*2,981*	*5,457*	*8,438*	*3,881*	*6,675*	*58·1*
	1932-33	2,706	5,439	8,145	2,522	4,376	57·6
South Indian	*1931-32*	*Nil*	*2,167*	*2,167*	*Nil*	*Nil*	*Nil*
	1932-33	Nil	1,964	1,964	Nil	Nil	Nil
Total 2' 6" & 2' 0 Gauges	*1931-32*	*15,005*	*23,680*	*38,685*	*9,965*	*16,061*	*62·0*
	1932-33	14,043	23,561	37,604	8,676	13,923	62·3
Total Class I Railways	*1931-32*	*1,336,315*	*294,569*	*1,630,884*	*1,222,841*	*1,741,516*	*70·2*
	1932-33	1,291,275	298,076	1,589,351	1,148,257	1,648,096	69·7

Railways for the years 1931-32 and 1932-33 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total (Cols. 23+24).	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded (Cols. 12+15+18.)	Total (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3' 3½" Gauge—*concld.*
812	*1,237*	*65·6*	*3,315*	*4,790*	*32,634*	*48,686*	*67·0*	*75*	*9,465*	*9,540*	*1,024*	*1,204*	*2,228*	Eastern Bengal.
753	1,120	67·2	3,793	5,616	37,281	52,915	70·5	74	3,660	3,734	722	1,262	1,984	
109	*215*	*50·8*	*10,259*	*12,912*	*18,595*	*24,773*	*75·1*	*55*	*915*	*970*	*1,018*	*264*	*1,282*	Jodhpur.
104	210	49·5	10,462	13,689	18,349	26,882	68·3	17	1,809	1,826	898	308	1,206	
9,307	*13,150*	*70·8*	*17,625*	*23,530*	*71,033*	*95,200*	*74·6*	*68*	*2,629*	*2,697*	*3,644*	*5,054*	*8,698*	Madras and Southern Mahratta.
9,430	13,087	72·1	15,015	20,326	65,119	87,462	74·5	103	3,232	3,335	3,026	4,767	7,793	
Nil	*Nil*	*Nil*	*459*	*612*	*11,800*	*15,818*	*74·6*	*57*	*1,141*	*1,198*	*288*	*857*	*1,145*	Nizam's State.
..	1	7·88	1,804	2,464	10,611	14,278	74·3	21	833	854	687	732	1,419	
169	*311*	*54·3*	*5,292*	*7,077*	*10,131*	*14,381*	*70·4*	*79*	*2,077*	*2,156*	*1,514*	*274*	*1,788*	Rohilkund and Kumaon.
173	283	61·1	6,054	8,042	9,464	13,203	71·7	88	2,079	2,167	1,506	201	1,707	
8,483	*11,345*	*74·8*	*4,557*	*6,190*	*46,266*	*63,134*	*73·3*	*79*	*11,845*	*11,924*	*488*	*3,063*	*3,551*	South Indian.
7,961	10,620	75·0	6,214	8,270	44,229	59,575	74·3	52	8,838	8,890	424	2,861	3,285	
78,926	*109,801*	*71·9*	*110,270*	*147,284*	*458,125*	*627,442*	*73·0*	*777*	*49,042*	*49,819*	*18,923*	*18,801*	*37,724*	Total 3' 3½" Gauge.
73,275	102,553	71·5	114,929	155,343	436,146	597,446	73·0	696	42,459	43,155	17,858	17,324	35,182	
								Total.		Total.				2' 6" & 2' 0" Gauges.
4,084	*5,196*		*10,113*	*14,475*			*69·9*	*516*		*659*				Bengal Nagpur.
4,331	5,399		10,441	14,860			70·3	1,036		636				
966	*1,541*		*1,013*	*1,630*			*62·1*	*127*		*239*				Bombay, Baroda and Central India.
940	1,506		983	1,591			61·8	230		260				
30	*56*		*30*	*56*			*53·6*	*10*		*44*				Eastern Bengal.
37	63		37	63			58·4	53		45				
1,849	*2,692*		*1,857*	*2,710*			*68·5*	*493*		*52*				Great Indian Peninsula.
1,959	2,753		1,960	2,754			71·2	315		28				
2,149	*2,841*		*6,030*	*9,516*			*63·4*	*356*		*1,833*				North Western.
2,994	3,988		5,516	8,364			65·9	521		1,652				
693	*835*		*693*	*835*			*83·0*	*1*		..				South Indian.
577	718		577	718			80·4	1 1		..				
9,771	*13,161*		*19,736*	*29,222*			*67·5*	*1,503*		*2,827*				Total 2' 6" and 2' 0" Gauges.
10,838	14,427		19,514	28,350			68·8	2,155		2,621				
155,657	*207,980*		*1,632,234*	*2,327,365*			*70·0*	*112,984*		*109,605*				Total Class I Railways.
171,946	231,222		1,561,645	2,238,429			69·8	111,521		100,934				

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1931-32 and 1932-33.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*13·3*	14·1	*12·8*	13·0	*13·1*	13·6	*11·3*	11·6	*10·6*	10·7	*11·0*	11·2
Bombay, Baroda and Central India	*11·9*	12·6	*10·3*	11·2	*11·6*	12·4	*11·2*	11·6	*10·3*	11·2	*11·1*	11·5
Eastern Bengal	*11·9*	13·0	*7·05*	9·30	*11·5*	12·8	*9·27*	9·92	*5·88*	6·26	*8·85*	9·41
East Indian	*12·8*	13·3	*9·99*	11·1	*12·6*	13·1	*11·4*	11·7	*9·19*	9·26	*11·0*	11·2
Great Indian Peninsula—Steam	*13·3*	14·0	*12·8*	13·8	*13·1*	13·9	*11·8*	12·3	*11·1*	11·2	*11·5*	11·9
Great Indian Peninsula—Electric‡	*16·4*	16·9	*Nil*	Nil	*16·4*	16·9	*13·3*	13·5	*Nil*	Nil	*13·3*	13·5
Madras and Southern Mahratta	*13·8*	13·9	*13·0*	13·5	*13·6*	13·8	*11·3*	11·2	*10·9*	10·6	*11·1*	11·0
Nizam's State	*11·1*	11·3	*10·6*	12·8	*11·1*	11·3	*10·6*	10·7	*10·6*	12·8	*10·6*	10·7
North Western	*14·4*	15·4	*Nil*	Nil	*14·4*	15·4	*10·8*	11·0	*9·99*	10·2	*10·7*	10·8
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	10·8	*10·1*	10·9	*10·7*	10·8
Average for 5′ 6″ guage—Steam	*	*	*	*	*	*	*11·3*	11·7	*10·6*	10·8	*11·0*	11·5
Average for 5′ 6″ guage—Electric‡	*16·4*	16·9	*Nil*	Nil	*16·4*	16·9	*13·3*	13·5	*Nil*	Nil	*13·3*	13·5
3′ 3¼″ GAUGE.												
Assam Bengal	*11·4*	12·1	*10·8*	10·7	*11·2*	11·4	*11·4*	12·1	*10·4*	10·3	*10·9*	11·0
Bengal and North Western	*10·8*	10·7	*6·96*	7·72	*9·27*	9·58	*9·77*	9·83	*8·74*	9·61	*9·37*	9·74
Bombay, Baroda and Central India	*12·7*	12·9	*12·3*	12·7	*12·5*	12·8	*12·0*	12·0	*10·9*	11·1	*11·4*	11·6
Burma	*12·1*	12·9	*11·5*	11·8	*11·8*	12·5	*10·8*	11·4	*11·5*	11·8	*11·0*	11·5
Eastern Bengal	*13·0*	13·0	*11·1*	9·84	*13·0*	12·9	*10·6*	10·8	*9·19*	8·92	*10·5*	10·7
Jodhpur	*13·7*	14·0	*10·7*	9·03	*13·6*	13·7	*11·0*	11·0	*9·01*	9·44	*10·9*	10·9
Madras and Southern Mahratta	*10·6*	11·3	*10·7*	10·8	*10·6*	11·1	*10·4*	10·5	*10·4*	10·4	*10·4*	10·5
Nizam's State	*10·9*§	11·5	*Nil*	10·0	§*10·9*	11·5	*9·60*	9·92	*Nil*	10·0	*9·60*	9·92
Rohilkund and Kumaon	*9·04*	9·88	*5·92*	10·5	*9·04*	9·92	*9·04*	9·88	*5·92*	10·5	*9·04*	9·92
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·5*	11·2	*10·1*	9·52	*10·4*	10·7
Average for 3′ 3¼″ gauge	*	*	*	*	*	*	*10·6*	10·9	*10·3*	10·6	*10·5*	10·8

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1931-32.	1932-33.
Bengal Nagpur	*9·78*	9·79
Bombay, Baroda and Central India	*7·35*	11·5
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*8·88*	7·00
North Western	*8·19*	8·10
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·89*	8·95

* Information not available. ‡ Other than Electric mutiple unit suburban trains. § Revised figures.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1931-32 and 1932-33.*

Railway.	Passenger and proportion of mixed. Excluding Departmental.						Goods and proportion of mixed. Excluding Departmental					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*8·91*	6·63	*1·49*	1·30	*1·60*	1·40	*46·8*	49·6	*7·87*	7·79	*8·42*	8·17
Bombay, Baroda and Central India	*4·81*	4·39	*3·49*	3·57	*3·58*	3·63	*33·7*	34·9	*3·05*	2·60	*3·13*	2·66
Eastern Bengal	*8·20*	8·95	*0·63*	0·65	*0·63*	0·66	*86·2*	74·5	*4·14*	4·29	*4·80*	5·70
East Indian	*4·52*	4·80	*2·64*	2·74	*3·34*	3·40	*34·1*	34·1	*6·45*	6·18	*7·27*	7·09
Great Indian Peninsula	*2·94*	3·05	*1·40*	1·12	*2·00*	2·15	*30·6*	33·2	*3·35*	3·40	*3·85*	3·88
Madras and Southern Mahratta	*3·32*	3·06	*2·17*	1·86	*2·26*	2·07	*38·2*	37·3	*4·87*	4·84	*5·57*	5·66
Nizam's State	*3·30*	6·58	*2·26*	2·74	*2·27*	2·76	*28·8*	25·4	*13·2*	13·5	*13·2*	13·8
North Western	*7·82*	7·97	*1·41*	1·24	*2·05*	1·81	*30·3*	30·2	*7·42*	6·36	*7·59*	6·71
South Indian	*4·60*	5·26	*0·54*	0·57	*0·56*	0·69	*43·8*	46·1	*6·52*	6·03	*8·24*	6·65
Average for 5′ 6″ gauge	*5·54*	5·51	*1·83*	1·76	*2·28*	2·27	*36·4*	37·0	*6·12*	5·78	*6·73*	6·37
3′ 3½″ GAUGE.												
Assam Bengal	*7·20*	7·34	*1·12*	1·42	*1·90*	2·00	*34·9*	34·3	*2·00*	2·48	*3·66*	3·91
Bengal and North Western	*3·32*	3·52	*0·56*	0·45	*0·84*	0·65	*46·3*	49·8	*1·48*	1·40	*2·83*	3·04
Bombay, Baroda and Central India	*4·27*	5·00	*0·87*	0·98	*1·41*	1·48	*26·7*	29·2	*2·11*	2·23	*4·00*	3·72
Burma	*7·41*	7·32	*0·72*	0·76	*0·72*	0·77	*26·0*	24·6	*6·25*	5·16	*6·34*	5·22
Eastern Bengal	*8·82*	9·17	*0·27*	0·28	*0·29*	0·38	*47·6*	39·4	*0·96*	0·79	*1·18*	1·03
Jodhpur	*17·0*	18·0	*0·37*	0·72	*0·38*	1·01	*29·1*	28·2	*0·90*	2·09	*0·94*	2·57
Madras and Southern Mahratta	*3·22*	2·87	*0·80*	0·56	*1·53*	1·47	*22·5*	21·3	*2·09*	1·88	*6·15*	5·39
Nizam's State	*3·28*	3·44	*3·60*	3·95	*3·61*	3·98	*27·2*	23·1	*10·3*	9·53	*10·3*	9·58
Rohilkund and Kumaon	*3·44*	3·46	*1·45*	1·34	*3·09*	2·69	*30·3*	34·6	*1·37*	1·88	*2·46*	2·57
South Indian	*3·51*	4·70	*0·45*	0·46	*0·64*	0·60	*35·4*	31·4	*2·38*	3·20	*3·46*	4·60
Average for 3′ 3½″ gauge	*5·04*	5·35	*0·79*	0·78	*1·15*	1·13	*31·7*	31·6	*2·70*	2·66	*4·30*	4·13

† Other engine miles per 100 train miles

2′ 6″ AND 2′ 0″ GUAGES.	Year.	*1931-32.*	1932-33.
Bengal Nagpur		*27·1*	25·6
Bombay, Baroda and Central India		*8·53*	8·67
Eastern Bengal		*0·08*	0·07
Great Indian Peninsula		*8·97*	8·34
North Western		*27·1*	22·3
South Indian		*5·96*	6·74
Average for 2′ 6″ and 2′ 0″ gauges		*21·7*	19·4

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1931-32*	*753*	*723*	*185*	*538*	*43*	*12*	*106*	*10*	*204*
	1932-33	743	729	171	558	51	46	102	10	183
Bombay, Baroda and Central India.	*1931-32*	*385*	*385*	*89*	*276*	*Nil*	*Nil*	*71*	*21*	*59*
	1932-33	385	376	85	273	Nil	Nil	67	20	56
Eastern Bengal	*1931-32*	*340*	*326*	*39*	*274*	*55*	*19*	*107*	*7*	*36*
	1932-33	340	321	46	269	50	34	99	8	36
East Indian	*1931-32*	*1,589*	*1,629*	*249*	*1,373*	*223*	*62*	*314*	*26*	*380*
	1932-33	1,588	1,627	253	1,363	207	118	310	35	353
Great Indian Peninsula. Steam	*1931-32*	*992*	*983*	*161*	*819*	*226*	*122*	*150*	*24*	*157*
	1932-33	935	940	159	781	282	191	141	26	146
Great Indian Peninsula. †Electric	*1931-32*	*65*	*65*	*6*	*59*	*Nil*	*Nil*	*19*	*Nil*	*32*
	1932-33	65	65	6	59	Nil	Nil	23	Nil	27
Madras and Southern Mahratta.	*1931-32*	*301*	*307*	*78*	*229*	*Nil*	*Nil*	*79*	*13*	*54*
	1932-33	303	302	71	231	21	12	87	9	51
Nizam's State	*1931-32*	*88*	*83*	*18*	*65*	*Nil*	*Nil*	*16*	*5*	*20*
	1932-33	88	84	23	61	Nil	Nil	14	8	18
North Western	*1931-32*	*1,374*	*1,279*	*208*	*1,071*	*134*	*37*	*277*	*69*	*243*
	1932-33	1,329	1,275	187	1,088	150	94	278	80	218
South Indian	*1931-32*	*149*	*151*	*34*	*118*	*4*	*Nil*	*48*	*10*	*22*
	1932-33	149	150	31	119	3	Nil	51	10	17
Total 5′ 6″ Gauge Steam	*1931-32*	*5,971*	*5,866*	*1,061*	*4,763*	*685*	*252*	*1,168*	*185*	*1,175*
	1932-33	5,860	5,804	1,026	4,743	764	495	1,149	206	1,078
Total 5′ 6″ Gauge †Electric	*1931-32*	*65*	*65*	*6*	*59*	*Nil*	*Nil*	*19*	*Nil*	*32*
	1932-33	65	65	6	59	Nil	Nil	23	Nil	27
3′ 3⅜″ Gauge.										
Assam Bengal	*1931-32*	*199*	*201*	*39*	*162*	*Nil*	*Nil*	*Nil*	*93*	*18*
	1932-33	203	202	43	159	Nil	Nil	Nil	94	12
Bengal and North Western	*1931-32*	*355*	*387*	*32*	*355*	*53*	*35*	*87*	*65*	*65*
	1932-33	355	396	31	365	43	4	93	62	66
Bombay, Baroda and Central India.	*1931-32*	*501*	*490*	*69*	*421*	*21*	*Nil*	*98*	*61*	*82*
	1932-33	491	482	66	416	21	Nil	100	61	70

† Excluding Electric Multiple Unit Suburban Trains.

Railways for the years 1931-32 and 1932-33.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
26	*72*	*418*	*108*	*475*	*133*	*128*	*88*	*105*	*61*	*12,224*	*22,719*	*9·21*	B. N.
26	73	394	116	433	136	137	88	103	57	10,336	21,021	7·94	
8	*54*	*213*	*63*	*226*	*143*	*118*	*88*	*100*	*55*	*10,574*	*19,084*	*7·03*	B., B. & C.I.
9	51	203	70	228	152	118	89	103	56	9,954	18,820	6·92	
9	*47*	*206*	*25*	*225*	*116*	*82*	*87*	*102*	*65*	*8,795*	*14,747*	*7·86*	E. B.
7	47	197	27	213	113	85	88	99	61	8,089	13,959	7·30	
63	*240*	*1,023*	*213*	*1,178*	*137*	*98*	*88*	*97*	*61*	*13,967*	*25,069*	*7·16*	E. I.
65	232	995	207	1,058	139	102	92	99	61	13,624	25,672	6·99	
33	*89*	*453*	*190*	*507*	*181*	*84*	*103*	*120*	*55*	**8,905*	**21,466*	*5·77*	G. I. P. Steam.
32	90	435	120	471	183	104	107	122	56	*9,788	*23,366	5·82	
1	*Nil*	*52*	*7*	*57*	*256*	*Nil*	*58*	*133*	*106*	**16,971*	**21,840*	*7·80*	G. I. P. Elec. †
1	1	52	7	59	213	Nil	67	135	108	*19,389	*25,331	8·10	
9	*30*	*185*	*44*	*202*	*139*	*83*	*99*	*109*	*66*	*11,246*	*20,113*	*8·45*	M. & S. M.
8	28	183	40	196	133	108	95	109	66	10,967	19,467	8·07	
4	*6*	*51*	*14*	*68*	*171*	*157*	*105*	*127*	*78*	*14,775*	*24,002*	‡*9·78*	N. S.
4	5	49	12	62	161	132	108	124	73	14,813	25,279	9·90	
33	*138*	*760*	*209*	*877*	*124*	*129*	*78*	*97*	*58*	*10,224*	*18,644*	*6·20*	N. W.
33	131	740	230	789	116	141	82	98	57	9,572	18,049	5·95	
10	*9*	*99*	*17*	*109*	*131*	*92*	*96*	*110*	*72*	*6,945*	*13,011*	*9·47*	S. I.
10	9	97	21	105	130	85	106	111	72	7,133	14,127	9·22	
195	*685*	*3,408*	*833*	*3,867*	*138*	*111*	*89*	*103*	*60*	**11,552*	**21,668*		Total 5′ 6″ gauge. Steam.
194	666	3,293	843	3,555	138	120	91	105	60	*11,149	*21,762		
1	*Nil*	*52*	*7*	*57*	*256*	*Nil*	*58*	*133*	*106*	**16,971*	**21,840*		Elec.†
1	1	52	7	59	213	Nil	67	135	108	*19,389	25,331		
													3′ 3⅜″ GAUGE.
8	*21*	*140*	*22*	*146*	*Nil*	*89*	*94*	*88*	*62*	*5,106*	*7,988*	*9·33*	A. B.
7	21	134	25	141	Nil	89	91	87	58	4,510	7,428	8·75	
25	*36*	*278*	*77*	*304*	*118*	*103*	*82*	*96*	*71*	*6,885*	*10,877*	*8·41*	B. & N. W.
21	39	281	84	309	118	95	90	97	71	7,046	10,890	8·16	
19	*39*	*299*	*109*	*347*	*117*	*76*	*95*	*93*	*57*	*7,190*	*12,674*	*6·49*	B., B. & C.I.
17	41	289	107	347	117	82	94	93	56	6,359	11,916	6·33	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

‡ Revised figures.

22.—*Statement of Engine Usage of Class I*

Railway.	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3¼″ Gauge—*concld.*										
Burma	*1931-32*	*429*	*420*	*51*	*370*	*59*	*29*	*22*	*99*	*52*
	1932-33	406	407	46	362	72	38	20	94	45
Eastern Bengal	*1931-32*	*228*	*226*	*21*	*198*	*68*	*38*	*40*	*20*	*29*
	1932-33	226	225	14	206	95	65	39	17	25
Jodhpur	*1931-32*	*105*	*108*	*17*	*91*	*Nil*	*Nil*	*9*	*26*	*6*
	1932-33	105	108	9	99	Nil	Nil	8	28	8
Madras and Southern Mahratta.	*1931-32*	*344*	*356*	*56*	*300*	*Nil*	*Nil*	*55*	*56*	*82*
	1932-33	344	365	56	309	26	6	64	49	78
Nizam's State	*1931-32*	*88*	*87*	*22*	*65*	*Nil*	*Nil*	*23*	*3*	*11*
	1932-33	87	82	18	64	Nil	Nil	20	6	8
Rohilkund and Kumaon	*1931-32*	*75*	*81*	*9*	*72*	*Nil*	*Nil*	*14*	*26*	*6*
	1932-33	75	80	8	72	Nil	Nil	14	23	4
South Indian	*1931-32*	*418*	*422*	*84*	*338*	*20*	*4*	*134*	*35*	*52*
	1932-33	418	417	87	330	26	4	135	37	49
Total 3′ 3¼″ Gauge	*1931-32*	*2,742*	*2,778*	*400*	*2,372*	*221*	*106*	*482*	*484*	*403*
	1932-33	2,710	2,764	378	2,382	283	117	493	471	365
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1931-32*	*138*	*115*	*23*	*92*	*Nil*	*Nil*	*15*	*24*	*15*
	1932-33	121	115	25	90	Nil	Nil	16	21	15
Bombay, Baroda and Central India.	*1931-32*	*26*	*25*	*6*	*19*	*Nil*	*Nil*	*4*	*10*	*1*
	1932-33	27	25	6	19	Nil	Nil	4	11	1
Eastern Bengal	*1931-32*	*9*	*9*	*Nil*	*8*	*2*	*1*	*3*	*2*	*Nil*
	1932-33	9	9	1	8	1	Nil	3	2	Nil
Great Indian Peninsula	*1931-32*	*22*	*22*	*4*	*18*	*1*	*Nil*	*Nil*	*12*	*1*
	1932-33	22	22	6	16	1	Nil	Nil	12	Nil
North Western	*1931-32*	*100*	*106*	*19*	*87*	*11*	*3*	*9*	*14*	*24*
	1932-33	100	103	15	88	14	6	8	16	20
South Indian	*1931-32*	*11*	*11*	*3*	*8*	*1*	*Nil*	*Nil*	*7*	*Nil*
	1932-33	11	11	2	9	2	Nil	Nil	7	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1931-32*	*306*	*288*	*55*	*232*	*15*	*4*	*31*	*69*	*41*
	1932-33	290	285	55	230	18	6	31	69	36

Railways for the years 1931-32 and 1932-33—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3′ 3⅜″ GAUGE —concld.
12	*44*	*229*	*110*	*274*	*152*	*105*	*100*	*106*	*57*	*6,646*	*13,462*	*6·69*	Burma
10	42	211	92	236	159	112	102	107	55	6,180	12,992	6·14	
10	*24*	*123*	*19*	*143*	*130*	*91*	*86*	*100*	*54*	*4,754*	*9,982*	*6·76*	E. B.
6	25	112	11	126	128	101	109	103	52	4,970	10,931	5·94	
3	*7*	*51*	*39*	*65*	*127*	*108*	*114*	*109*	*53*	*5,011*	*11,752*	*7·36*	Jodhpur.
4	7	55	44	67	124	100	101	103	52	4,634	10,182	6·73	
8	*32*	*233*	*67*	*256*	*140*	*93*	*91*	*100*	*66*	*5,404*	*8,615*	*7·93*	M. & S. M.
9	32	232	69	256	137	96	88	100	64	4,947	8,186	7·26	
3	*6*	*46*	*19*	*58*	*139*	*112*	*104*	*114*	*61*	*7,602*	*14,135*	**7·43*	N. S.
3	7	44	20	54	123	131	113	108	58	7,206	13,359	6·89	
7	*3*	*56*	*9*	*Nil*	*131*	*88*	*98*	*101*	*70*	*5,971*	*8,715*	*8·23*	R. & K.
3	8	52	20	Nil	125	103	107	104	68	5,609	9,650	7·82	
32	*19*	*272*	*53*	*302*	*117*	*85*	*90*	*100*	*65*	*4,271*	*9,040*	*8·45*	S. I.
20	17	258	56	302	119	86	87	102	63	4,338	8,624	8·17	
127	*231*	*1,727*	*524*	*1,895*	*124*	*94*	*92*	*99*	*62*	*5,951*	*10,658*		Total 3′ 3⅜″ Gauge.
100	239	1,668	528	1,838	124	96	93	99	60	5,644	10,332		
													2′ 6″ & 2′ 0″ GAUGES.
2	*11*	*67*	*25*	*76*	*106*	*86*	*77*	*88*	*52*	*1,893*	*3,426*	*7·64*	B. N.
2	10	64	26	72	91	98	75	88	50	1,877	3,586	7·42	
Nil	*Nil*	*15*	*4*	*17*	*112*	*69*	*25*	*81*	*49*	*1,424*	*1,424*	*8·19*	B.,B.& C.I.
Nil	Nil	16	3	20	103	67	27	76	49	1,451	1,451	8·52	
Nil	*Nil*	*5*	*2*	*8*	*60*	*46*	*Nil*	*55*	*34*	*244*	*522*	*6·42*	E. B.
Nil	Nil	5	2	8	51	55	Nil	53	34	221	421	6·70	
1	*1*	*15*	*2*	*19*	*Nil*	*107*	*15*	*102*	*66*	*1,675*	*2,374*	*8·11*	G. I. P.
Nil	1	13	3	17	Nil	106	*Nil*	108	64	1,363	2,337	8·49	
1	*7*	*55*	*26*	*69*	*84*	*100*	*71*	*80*	*41*	*845*	*1,689*	*6·32*	N. W.
2	6	52	26	65	84	103	56	77	39	836	1,726	5·55	
Nil	*Nil*	*7*	*1*	*9*	*Nil*	*75*	*Nil*	*75*	*47*	*1,487*	*2,419*	*8·09*	S. I.
Nil	Nil	7	2	8	Nil	74	Nil	73	43	1,386	2,421	6·64	
4	*19*	*164*	*60*	*198*	*96*	*87*	*72*	*84*	*48*	*1,332*	*2,517*		TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
4	17	157	62	190	87	92	63	83	46	1,389	2,716		

* Revised figure.

23.—*Statement of Loads of Trains of* ***Class I Railways*** *for the years 1931-32 and 1932-33.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1931-32*	*15*	*393*	*30*	*43*	*69·0*	*23*	*40*	*56·6*	*391*	*888*	*776*
	1932-33	15	410	29	42	68·8	24	42	57·4	370	867	755
Bombay, Baroda and Central India.	*1931-32*	*18*	*382*	*35*	*50*	*71·0*	*25*	*41*	*59·0*	*340*	*856*	*754*
	1932-33	18	387	35	50	70·0	25	44	56·8	336	856	766
Eastern Bengal	*1931-32*	*17*	*371*	*40*	*54*	*74·0*	*28*	*44*	*63·0*	*373*	*936*	*845*
	1932-33	17	382	36	51	70·0	25	40	62·0	340	876	786
East Indian	*1931-32*	*18*	*410*	*34*	*54*	*63·6*	*23*	*34*	*68·1*	*479*	*1,063*	*952*
	1932-33	18	410	35	55	63·3	23	34	68·1	475	1,063	950
Great Indian Peninsula — Steam	*1931-32*	*15*	*390*	*36*	*49*	*75·2*	*20*	*29*	*66·4*	*329*	*824*	*720*
	1932-33	16	391	35	48	72·7	23	35	66·5	355	872	765
Great Indian Peninsula — ** Electric	*1931-32*	*17*	*458*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*454*	*1,097*	*962*
	1932-33	17	447	44	52	83·6	Nil	Nil	Nil	465	1,117	978
Madras and Southern Mahratta.	*1931-32*	*14*	*378*	*37*	*50*	*74·1*	*29*	*39*	*74·7*	*334*	*893*	*768*
	1932-33	13	375	38	52	72·8	30	38	77·4	324	893	770
Nizam's State	*1931-32*	*13*	*358*	*28*	*38*	*73·4*	*10*	*17*	*59·0*	*315*	*745*	*632*
	1932-33	13	381	27	39	70·6	10	20	51·7	313	742	626
North Western	*1931-32*	*18*	*413*	*38*	*51*	*73·4*	*24*	*32*	*74·8*	*348*	*857*	*751*
	1932-33	17	406	38	52	72·9	25	33	76·4	315	807	700
South Indian	*1931-32*	*12*	*311*	*26*	*33*	*78·3*	*26*	*33*	*77·6*	*220*	*616*	*517*
	1932-33	12	312	29	35	80·5	25	32	79·4	228	644	541
Average for 5′ 6″ gauge — Steam	*1931-32*	*17*	*396*	*36*	*51*	*69·7*	*23*	*35*	*65·2*	*389*	*923*	*809*
	1932-33	17	396	35	51	68·9	24	37	65·5	380	917	803
Average for 5′ 6″ gauge — ** Electric	*1931-32*	*17*	*458*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*454*	*1,097*	*962*
	1932-33	17	447	44	52	83·6	Nil	Nil	Nil	465	1,117	978
3′ 3½″ Gauge.												
Assam Bengal	*1931-32*	*24*	*297*	*20*	*31*	*64·5*	*12*	*16*	*75·0*	*127*	*339*	*284*
	1932-33	27	294	19	30	63·3	12	17	70·6	119	325	277
Bengal and North Western.	*1931-32*	*17*	*216*	*35*	*46*	*76·0*	*27*	*35*	*77·1*	*179*	*396*	*345*
	1932-33	17	212	33	43	76·7	24	32	75·0	181	393	342
Bombay, Baroda and Central India.	*1931-32*	*19*	*232*	*32*	*46*	*70·0*	*27*	*38*	*70·0*	*194*	*432*	*378*
	1932-33	18	236	33	48	68·8	28	40	70·0	188	429	374

** Excluding Electric multiple unit suburban trains.

23.—Statement of Loads of Trains of Class I Railways for the years 1931-32 and 1932-33—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′3⅜″ Gauge—concld.			Tons.							Tons.	Tons.	Tons.
Burma	*1931-32*	*22*	*243*	*39*	*51*	*75·1*	*13*	*18*	*70·5*	*200*	*441*	*368*
	1932-33	22	252	39	51	76·1	12	17	69·3	186	424	350
Eastern Bengal	*1931-32*	*22*	*269*	*34*	*51*	*67·0*	*21*	*32*	*66·0*	*181*	*471*	*418*
	1932-33	22	275	35	50	71·0	21	32	67·0	165	461	405
Jodhpur	*1931-32*	*19*	*271*	*38*	*54*	*71·0*	*11*	*21*	*51·0*	*141*	*350*	*291*
	1932-33	21	282	33	55	60·0	12	23	50·0	134	355	295
Madras and Southern Mahratta.	*1931-32*	*15*	*230*	*25*	*33*	*75·4*	*15*	*21*	*70·8*	*130*	*356*	*287*
	1932-33	15	221	25	33	75·3	16	22	72·1	125	353	284
Nizam's State	*1931-32*	*12*	*190*	*31*	*42*	*74·6*	*Nil*	*Nil*	*Nil*	*222*	*523*	*445*
	1932-33	11	201	29	38	74·6	2	29	7·88	189	461	384
Rohilkund and Kumaon	*1931-32*	*13*	*193*	*24*	*36*	*67·0*	*16*	*29*	*55·0*	*131*	*299*	*248*
	1932-33	13	196	23	35	65·7	19	31	61·3	138	299	247
South Indian	*1931-32*	*16*	*198*	*32*	*44*	*72·8*	*22*	*29*	*74·8*	*149*	*402*	*339*
	1932-33	15	193	31	42	73·8	22	30	75·0	145	393	332
Average for 3′ 3⅜″ gauge.	*1931-32*	*17*	*228*	*32*	*43*	*72·6*	*21*	*30*	*71·9*	*166*	*400*	*338*
	1932-33	16	229	32	44	73·0	21	30	71·5	160	393	332
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1931-32*									*60*	*202*	*150*
	1932-33									63	208	156
Bombay, Baroda and Central India.	*1931-32*									*39*	*118*	*91*
	1932-33									31	106	80
Eastern Bengal	*1931-32*									*12*	*58*	*45*
	1932-33									8	53	39
Great Indian Peninsula	*1931-32*									*33*	*134*	*86*
	1932-33									29	124	75
North Western	*1931-32*									*32*	*146*	*90*
	1932-33									33	141	89
South Indian	*1931-32*									*34*	*126*	*85*
	1932-33									35	127	87
Average for 2′ 6″ and 2′ 0″ gauges.	*1931-32*									*44*	*164*	*112*
	1932-33									44	163	112

24.—*Statement* of vehicles and wagons and their usage on Class I Railways for the years 1931-32 and 1932-33.*

Railway.	Year	COACHING STOCK. Average authorised stock (in units).		Average number on line.				Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers.)
				Passenger Carriages.		Other Coaching Vehicles.				In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5′ 6″ Gauge.																		
Bengal Nagpur	*1931-32*	*849*	*327*	*827*	*1,553*	*227*	*309*	*111*	*22,331*	*22,900*	*24,525*	*22,730*	*20·1*	*17·1*	*12·7*	*14·7*	*28·1*	*269*
	1932-33	843	331	847	1,598	250	336	107	22,904	23,257	24,896	23,271	20·8	16·5	13·3	14·0	25·0	228
Bombay, Baroda and Central India.	*1931-32*	*625*	*326*	*555*	*1,055*	*221*	*252*	*119*	*10,417*	*9,974*	*10,232*	*10,081*	*18·9*	*13·4*	*10·3*	*11·0*	*27·8*	*216*
	1932-33	628	321	557	1,068	217	248	119	10,426	9,752	0,011	9,911	18·8	13·5	10·4	10·9	27·9	213
Eastern Bengal	*1931-32*	*810*	*370*	*755*	*1,443*	*246*	*263*	*115*	*8,388*	*8,137*	*8,290*	*7,597*	*19·7*	*14·2*	*8·01*	*9·93*	*20·4*	*149*
	1932-33	806	368	762	1,464	249	266	105	8,392	8,110	8,264	7,375	20·0	14·8	8·13	10·2	19·9	142
East Indian	*1931-32*	*2,734*	*1,094*	*2,686*	*4,827*	*681*	*853*	*128*	*50,172*	*48,291*	*48,774*	*47,823*	*19·9*	*13·7*	*8·80*	*14·9*	*32·3*	*312*
	1932-33	2,731	1,004	2,593	4,784	674	849	132	50,002	47,257	47,695	45,993	20·3	13·6	8·47	14·7	32·9	312
Great Indian Peninsula.	*1931-32*	*1,404*	*964*	*1,365*	*2,686*	*665*	*803*	*142*	*17,601*	*17,770*	*19,056*	*16,443*	*20·3*	*15·3*	*11·0*	*10·8*	*43·8*	*354*
	1932-33	1,335	875	1,323	2,628	620	751	144	17,415	18,086	19,379	17,534	20·0	15·2	11·6	11·5	41·0	343
Madras and Southern Mahratta.	*1931-32*	*662*	*283*	*715*	*1,166*	*212*	*225*	*109*	*5,745*	*5,747*	*5,828*	*5,753*	*19·8*	*12·7*	*7·54*	*10·2*	*39·1*	*298*
	1932-33	658	321	728	1,194	217	231	106	5,760	5,833	5,922	6,235	20·4	12·2	7·27	9·74	33·3	244
Nizam's State	*1931-32*	*126*	*51*	*119*	*189*	*33*	*34*	*166*	*2,164*	*2,164*	*2,164*	*2,323*	*18·9*	*15·0*	*6·26*	*12·8*	*32·1*	*299*
	1932-33	125	52	115	191	33	34	157	2,123	2,123	2,123	2,258	19·3	15·6	6·24	13·5	30·8	288
North Western	*1931-32*	*2,643*	*1,427*	*2,472*	*4,717*	*928*	*997*	*115*	*29,964*	*28,933*	*29,904*	*28,903*	*19·0*	*14·6*	*8·13*	*10·8*	*28·3*	*230*
	1932-33	2,640	1,412	2,461	4,688	931	1,002	111	29,830	28,738	29,705	28,663	19·9	13·8	7·83	9·95	28·0	209
South Indian	*1931-32*	*298*	*99*	*277*	*562*	*73*	*89*	*122*	*1,882*	*1,865*	*1,877*	*1,737*	*20·9*	*14·2*	*8·93*	*9·24*	*35·3*	*259*
	1932-33	309	125	287	583	85	93	117	2,030	1,975	1,987	1,868	15·4	14·3	8·85	8·86	30·6	221
Total 5′ 6″ Gauge and average.	*1931-32*	*10,151*	*4,941*	*9,771*	*18,198*	*3,286*	*3,625*	*123*	*149,164*	*145,781*	*150,650*	*143,300*				*12·6*	*31·5*	*277*
	1932-33	10,075	4,809	9,663	18,198	3,276	3,810	121	148,882	145,131	149,982	143,108				12·3	30·5	261
3′ 3½″ Gauge.																		
Assam Bengal	*1931-32*	*623*	*226*	*584*	*1,116*	*108*	*118*	*88*	*5,295*	*5,229*	*5,676*	*5,753*	*10·3*	*8·07*	*6·08*	*6·65*	*22·6*	*109*
	1932-33	623	229	605	1,158	107	119	85	5,295	5,266	5,735	5,546	10·3	7·70	6·13	6·41	21·3	98
Bengal and North Western.	*1931-32*	*1,331*	*249*	*1,287*	*1,811*	*54*	*55*	*142*	*9,977*	*11,124*	*11,315*	*11,293*	*10·0*	*9·33*	*6·83*	*6·86*	*22·4*	*120*
	1932-33	1,332	249	1,307	1,851	54	55	122	9,977	11,196	11,382	11,388	10·0	8·72	6·56	7·21	22·0	122
Bombay, Baroda & Central India.	*1931-32*	*1,509*	*306*	*1,392*	*2,511*	*140*	*182*	*89*	*9,585*	*9,530*	*11,089*	*11,064*	*9·76*	*9·23*	*6·31*	*7·17*	*31·8*	*158*
	1932-33	1,492	304	1,371	2,488	140	182	90	9,102	9,323	10,884	10,867	9·54	9·25	6·09	6·89	28·0	144
Burma	*1931-32*	*1,147*	*403*	*911*	*1,733*	*205*	*241*	*106*	*10,353*	*10,351*	*11,283*	*9,570*	*12·7*	*11·8*	*6·46*	*8·02*	*26·7*	*164*
	1932-33	1,064	406	868	1,655	192	223	107	9,904	9,926	10,851	9,148	12·9	11·7	5·95	7·66	25·5	153

*Does not include electric multiple unit suburban service stock.

24.–Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1931-32 and 1932-33 —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average numbers on line.				Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
				Passenger Carriages.		Other Coaching Vehicles.												
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.			In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3' 3⅜" Gauge—*concld.*																		
Eastern Bengal	*1931-32*	*795*	*342*	*808*	*1,417*	*228*	*238*	*78*	*5,335*	*5,419*	*7,168*	*6,483*	*8·87*	*7·82*	*6·81*	*6·06*	*20·2*	*83*
	1932-33	782	329	808	1,439	222	232	73	5,336	5,364	7,116	6,631	8·96	8·14	6·84	5·27	21·6	81
Jodhpur	*1931-32*	*230*	*88*	*232*	*392*	*26*	*33*	*113*	*2,429*	*2,429*	*2,658*	*2,468*	*10·8*	*8·91*	*2·78*	*5·76*	*26·3*	*119*
	1932-33	231	89	234	396	26	33	111	2,389	2,389	2,591	2,792	10·6	8·88	2·58	5·57	25·3	100
Madras and Southern Mahratta.	*1931-32*	*919*	*177*	*867*	*1,403*	*173*	*183*	*96*	*7,229*	*8,387*	*8,823*	*8,717*	*9·07*	*7·38*	*4·78*	*6·46*	*29·5*	*144*
	1932-33	909	226	884	1,437	173	183	94	7,260	8,162	8,573	8,474	10·1	7·32	4·81	6·26	27·6	132
Nizam's State.	*1931-32*	*159*	*41*	*152*	*227*	*16*	*16*	*148*	*1,326*	*1,326*	*1,332*	*1,299*	*10·5*	*9·45*	*5·08*	*7·76*	*33·2*	*193*
	1932-33	159	41	154	231	16	16	126	1,346	1,326	1,332	1,301	10·2	9·19	5·32	7·78	30·0	174
Rohilkund & Kumaon.	*1931-32*	*251*	*75*	*231*	*346*	*29*	*29*	*106*	*2,475*	*2,636*	*2,676*	*2,465*	*12·0*	*10·5*	*5·62*	*8·91*	*15·9*	*90*
	1932-33	251	75	231	346	29	29	102	2,475	2,550	2,590	2,442	11·5	10·4	6·86	9·19	14·7	94
South Indian	*1931-32*	*1,284*	*214*	*1,256*	*2,488*	*130*	*199*	*99*	*5,399*	*5,495*	*7,863*	*7,701*	*9·96*	*7·90*	*4·99*	*5·69*	*22·0*	*93*
	1932-33	1,286	210	1,234	2,443	136	213	97	5,392	5,400	7,681	7,559	10 2	8·01	5·11	5·62	21·1	90
Total 3'3⅜" Gauge and Average.	*1931-32*	*3,248*	*2,121*	*7,720*	*13,444*	*1,109*	*1,294*	*102*	*59,403*	*61,926*	*69,883*	*66,813*				*6·84*	*25·4*	*128*
	1932-33	8,129	2,158	7,696	13,444	1,095	1,285	97	58,476	60,902	69,735	66,148				6·67	24·0	120
2' 6" & 2' 0" Gauges																		
Bengal Nagpur	*1931-32*	*394*	*48*	*373*	*735*	*26*	*50*	*69*	*1,953*	*1,952*	*3,864*	*3,837*				*3·67*	*10·2*	*26*
	1932-33	395	47	377	742	25	49	67	1,952	1,952	3,864	3,823				3·65	10·5	27
Bombay, Baroda and Central India.	*1931-32*	*67*	*1*	*66*	*132*	*1*	*2*	*	*289*	*281*	*455*	*453*				*3·97*	*9·61*	*24*
	1932-33	71	1	66	132	1	2	*	307	297	489	488				3·39	9·30	20
Eastern Bengal	*1931-32*	*71*	*3*	*56*	*56*	*Nil*	*Nil*	*50*	*34*	*25*	25	*8*				*1·76*	*14·1*	*19*
	1932-33	69	3	54	54	Nil	Nil	50	25	25	25	6				1·18	18·1	19
Great Indian Peninsula.	*1931-32*	*48*	*3*	*48*	*91*	*2*	*2*	*110*	*201*	*192*	*379*	*379*				*3·17*	*20·4*	*44*
	1932-33	48	3	48	91	2	2	95	201	195	385	385				3·05	19·6	43
North Western	*1931-32*	*337*	*83*	*316*	*575*	*62*	*103*	*33*	*821*	*832*	*1,441*	*1,412*				*3·50*	*17·7*	*41*
	1932-33	335	83	313	583	66	108	32	815	802	1,401	1,350				3·54	16·5	40
South Indian	*1931-32*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*87*	*78*	*78*	*156*	*156*				*2·43*	*14·6*	*30*
	1932-33	34	1	34	68	Nil	Nil	79	78	78	156	156				2·65	12·5	27
Total 2' 6" & 2' 0" Gauges and average.	*1931-32*	*951*	*139*	*893*	*1,657*	*91*	*157*	*57*	*3,376*	*3,360*	*6,320*	*6,245*				*3·54*	*12·6*	*31*
	1932-33	952	138	892	1,670	94	161	54	3,378	3,349	6,320	6,208				3·51	12·4	30

*Information not available

§ Does not include electric multiple unit suburban service stock.

25.—*Statement of Density of Traffic on Class I Railways for the years 1931-32 and 1932-33.*

Railway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track mile per day (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile	Per running track mile.	Per route mile.	
1.	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal Nagpur	*1931-32*	*323,663*	*354,236*	*827,603*	*911,399*	*2,696,650*	*2,970,758*	*11·4*
	1932-33	297,155	327,672	708,095	778,875	2,483,980	2,733,590	10·6
Bombay, Baroda and Central India.	*1931-32*	*700,714*	*855,228*	*489,266*	*597,154*	*2,164,551*	*2,641,855*	*10·5*
	1932-33	699,228	853,415	474,770	579,461	2,140,254	2,612,201	10·4
Eastern Bengal	*1931-32*	*605,192*	*747,475*	*395,747*	*490,115*	*2,582,567*	*3,198,392*	*14·5*
	1932-33	566,896	701,866	363,441	451,192	2,422,117	3,006,927	13·5
East Indian	*1931-32*	*638,878*	*792,730*	*1,030,036*	*1,276,546*	*3,570,708*	*4,419,526*	*14·3*
	1932-33	613,870	765,458	966,915	1,199,867	3,448,522	4,273,529	14·0
Great Indian Peninsula.	*1931-32*	*401,232*	*501,840*	*494,544*	*618,549*	*2,470,985*	*3,090,575*	*13·6*
	1932-33	397,675	497,381	509,302	636,997	2,451,170	3,065,738	13·3
Madras and Southern Mahiratta.	*1931-32*	*623,227*	*655,174*	*521,275*	*547,996*	*2,698,534*	*2,836,861*	*13·8*
	1932-33	587,125	617,247	460,465	484,068	2,625,426	2,760,005	13·9
Nizam's State.	*1931-32*	*292,461*	*292,461*	*445,008*	*445,008*	*1,763,210*	*1,763,210*	*9·17*
	1932-33	234,036	234,036	348,817	348,817	1,400,791	1,400,791	7·17
North-Western	*1931-32*	*404,051*	*462,341*	*363,553*	*416,001*	*1,730,836*	*1,980,533*	*8·14*
	1932-33	378,069	431,347	317,953	362,759	1,610,235	1,837,154	8·10
South Indian	*1931-32*	*509,530*	*509,530*	*287,399*	*287,399*	*1,948,815*	*1,948,815*	*14·3*
	1932-33	497,127	497,127	268,316	268,316	1,910,629	1,910,629	14·2
Total 5′ 6″ gauge	*1931-32*	*480,782*	*557,523*	*596,988*	*692,278*	*2,459,805*	*2,852,434*	*11·4*
	1932-33	463,233	543,553	560,060	657,169	2,382,194	2,795,243	11·2
3′ 3⅜″ GAUGE.								
Assam Bengal	*1931-32*	*223,059*	*223,059*	*183,207*	*183,207*	*839,653*	*839,653*	*7·35*
	1932-33	208,374	208,374	159,710	159,710	785,739	785,739	7·03
Bengal and North Western.	*1931-32*	*464,118*	*466,244*	*225,184*	*226,216*	*525,046*	*527,452*	*9·94*
	1932-33	454,657	456,741	230,531	231,587	530,504	532,936	10·0
Bombay, Baroda and Central India.	*1931-32*	*414,194*	*414,682*	*263,780*	*264,092*	*1,075,018*	*1,076,285*	*9·39*
	1932-33	438,620	439,119	236,612	236,881	1,043,840	1,045,028	9·13
Burma	*1931-32*	*230,160*	*253,302*	*264,273*	*290,844*	*1,014,729*	*1,116,757*	*8·58*
	1932-33	219,706	241,796	235,427	259,099	972,373	1,070,142	8·16

25.—*Statement of Density of Traffic on* **Class I Railways** *for the years 1931-32 and 1932-33*—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3⅜″ GAUGE—*concld.*								
Eastern Bengal .	*1931-32* .	*355,774*	*358,328*	*221,297*	*222,886*	*1,177,056*	*1,185,505*	*9·51*
	1932-33 .	340,737	341,990	199,517	200,254	1,125,007	1,129,164	8·94
Jodhpur .	*1931-32* .	*152,494*	*152,494*	*114,882*	*114,882*	*516,937*	*516,937*	*4·55*
	1932-33 .	162,894	162,894	104,777	104,777	517,101	517,101	4·47
Madras and Southern Mahratta.	*1931-32* .	*239,701*	*239,701*	*222,930*	*222,930*	*997,362*	*997,362*	*9·36*
	1932-33 .	227,092	227,092	198,477	198,477	965,616	965,616	9·46
Nizam's State.	*1931-32* .	*276,708*	*284,181*	*138.981*	*142,735*	*673,633*	*692,100*	*6·60*
	1932-33 .	261,355	268,414	124,930	128,304	620,255	637,007	5·92
Rohilkund and Kumaon.	*1931-32* .	*273,890*	*274,447*	*141,717*	*142,005*	*714,976*	*716,429*	*8·49*
	1932-33 .	283,495	284,071	153,859	154,172	685,218	686,611	8·14
South Indian .	*1931-32* .	*581,086*	*592,786*	*157,090*	*160,055*	*1,137,460*	*1,160,362*	*14·4*
	1932-33 .	569,472	580,649	141,211	143,982	1,088,199	1,109,556	14·1
Total 3′ 3⅜″ Gauge .	*1931-32* .	*342,719*	*348,217*	*212,719*	*216,132*	*977,973*	*993,663*	*9·17*
	1932-33 .	338,430	344,707	195,316	198,939	940,567	958,013	8·88
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur .	*1931-32* .	*89,968*	*89,968*	*41,494*	*41,494*	*329,825*	*329,825*	*5·02*
	1932-33 .	84,510	84,510	43,636	43,636	327,408	327,408	4·83
Bombay, Baroda and Central India.	*1931-32* .	*119,936*	*119,936*	*19,822*	*19,822*	*175,089*	*175,089*	*4·98*
	1932-33 .	129,279	129,279	17,472	17,472	164,280	164,280	4·96
Eastern Bengal .	*1931-32* .	*173,734*	*173,734*	*1,748*	*1,748*	*153,750*	*153,750*	*8·15*
	1932-33 .	152,192	152,192	3,636	3,636	152,226	152,226	8·04
Great Indian Peninsula	*1931-32* .	*60,334*	*60,334*	*24,472*	*24,472*	*226,376*	*226,376*	*5·72*
	1932-33 .	60,883	60,883	28,512	28,512	237,949	237,949	5·32
North Western	*1931-32* .	*58,208*	*58,208*	*31,874*	*31,874*	*261,918*	*261,918*	*5·32*
	1932-33 .	51,708	51,708	30,339	30,339	244,162	244,162	4·74
South Indian .	*1931-32* .	*87,719*	*87,719*	*17,094*	*17,094*	*198,106*	*198,106*	*4·93*
	1932-33 .	71,696	71,696	15,483	15,483	181,869	181,869	4·54
Total 2′ 6″ and 2′ 0″ Gauges.	*1931-32* .	*89,930*	*89,930*	*36,177*	*36,177*	*302,158*	*302,158*	*5·61*
	1932-33 .	76,195	76,195	32,896	32,896	263,656	263,656	4·87
Total Class I Railways	*1931-32* .	*411,856*	*450,910*	*430,063*	*470,844*	*1,816,337*	*1,988,574*	*10·3*
	1932-33 .	397,417	438,071	399,470	440,334	1,745,634	1,924,206	10·0

26 (a).—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.									
Bengal-Nagpur	*1931-32*	*58*	*8·07*	*127*	*17·5*	*104*	*31*	*12·6*	*13·7*
	1932-33	45	6·19	125	17·2	111	30	13·1	12·0
Bombay, Baroda and Central India	*1931-32*	*19*	*5·00*	*70*	*18·1*	*68*	*21*	*12·2*	*9·55*
	1932-33	19	4·81	66	17·5	70	18	12·6	8·06
Eastern Bengal	*1931-32*	*13*	*4·02*	*26*	*8·12*	*53*	*13*	*7·02*	*5·08*
	1932-33	16	5·13	30	9·27	68	20	8·87	8·11
East Indian	*1931-32*	*69*	*4·24*	*180*	*11·1*	*170*	*42*	*6·33*	*6·17*
	1932-33	63	3·87	190	11·7	182	40	7·02	5·93
Great Indian Peninsula — Steam	*1931-32*	*25*	*2·55*	*136*	*13·9*	*65*	*23*	*4·76*	*3·46*
	1932-33	27	2·84	132	14·2	76	29	5·74	4·67
Great Indian Peninsula — Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*				
	1932-33	Nil	Nil	6	9·23				
Madras and Southern Mahratta	*1931-32*	*28*	*9·32*	*50*	*16·3*	*41*	*9*	*5·81*	*4·20*
	1932-33	27	8·87	44	14·6	51	11	7·05	5·21
Nizam's State	*1931-32*	*7*	*8·43*	*11*	*13·3*	*9*	*2*	*7·56*	*†5·88*
	1932-33	7	8·33	16	19·0	11	2	9·57	6·06
North Western	*1931-32*	*64*	*5·02*	*144*	*11·3*	*255*	*108*	*10·3*	*11·6*
	1932-33	45	3·53	142	11·1	264	85	10·8	9·13
South Indian	*1931-32*	*14*	*8·94*	*20*	*13·2*	*31*	*6*	*11·2*	*8·22*
	1932-33	9	6·28	22	14·3	29	7	10·1	8·24
Total 5′ 6″ gauge — Steam	*1931-32*	*297*	*5·06*	*764*	*13·0*	*796*	*255*	*8·15*	*7·76*
	1932-33	258	4·45	767	13·2	862	242	8·92	7·39
Total 5′ 6″ gauge — Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*				
	1932-33	Nil	Nil	6	9·23				
3′ 3⅜″ Gauge.									
Assam-Bengal	*1931-32*	*10*	*5·00*	*29*	*14·5*	*57*	*16*	*9·76*	*7·41*
	1932-33	11	5·47	32	15·9	70	19	11·6	6·54
Bengal and North-Western	*1931-32*	*13*	*3·45*	*19*	*5·05*	*96*	*3*	*7·46*	*5·56*
	1932-33	14	3·62	17	4·39	106	2	8·11	3·70
Bombay, Baroda and Central India	*1931-32*	*19*	*3·81*	*50*	*10·2*	*80*	*7*	*5·75*	*5·00*
	1932-33	20	4·17	46	9·49	94	11	6·86	7·86
Burma	*1931-32*	*17*	*3·99*	*34*	*8·04*	*31*	*1*	*3·35*	*0·45*
	1932-33	16	3·81	30	7·43	35	2	3·99	1·20

* Excluding Electric multiple unit suburban trains.

†Revised figures.

for the years 1931-32 and 1932-33.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
12	*3*	*1·39*	*1·53*	*590*	*2·60*	*2,224*	*9·79*	*20*	*29·6*	*485*	*23·5*	Bengal-Nagpur.
30	12	3·59	2·95	354	1·52	4,419	19·0	8	11·8	383	20·2	
3	*1*	*0·50*	*0·15*	*257*	*2·55*	*104*	*1·03*	*1*	*1·01*	*88*	*9·47*	Bombay, Baroda and Central India.
2	1	0·39	0·15	276	2·79	121	1·22	3	3·79	93	10·7	
3	*1*	*0·38*	*0·34*	*55*	*0·73*	*431*	*5·74*	*1*	*1·55*	*59*	*10·8*	Eastern Bengal.
3	1	0·38	0·26	70	0·95	587	7·96	3	4·73	37	7·11	
64	*10*	*2·38*	*1·47*	*352*	*0·74*	*3,817*	*7·98*	*20*	*8·51*	*762*	*15·2*	East Indian.
39	9	1·50	1·34	385	0·84	6,283	13·7	31	12·9	576	11·7	
20	*2*	*1·47*	*0·32*	*163*	*0·99*	*849*	*5·16*	*8*	*4·83*	*298*	*12·7*	Great Indian Peninsula (Steam.)
10	4	0·78	0·71	169	0·96	1,693	9·66	10	6·12	273	11·8	Great Indian Peninsula (Electric.)
6	*1*	*0·87*	*0·37*	*73*	*1·27*	*182*	*3·15*	*4*	*7·37*	*76*	*10·5*	Madras and Southern Mahratta.
6	1	0·81	0·32	91	1·46	412	6·61	6	12·8	49	7·17	
1	*Nil*	*0·84*	*Nil*	*85*	*3·66*	*13*	*0·56*	*2*	*18·4*	*28*	*11·5*	Nizam's State.
1	Nil	0·87	Nil	86	3·81	9	0·40	2	16·4	17	7·22	
97	*25*	*3·93*	*2·67*	*337*	*1·17*	*1,641*	*5·68*	*23*	*10·9*	*416*	*15·5*	North Western.
120	36	4·91	3·82	320	1·12	3,110	10·9	37	17·8	377	14·5	
8	*1*	*2·93*	*1·79*	*57*	*3·28*	*20*	*1·15*	*4*	*14·9*	*15*	*7·21*	South Indian.
10	1	3·34	0·99	68	3·64	20	1·07	1	5·69	14	6·61	
214	*44*	*2·19*	*1·34*	*1,969*	*1·37*	*9,281*	*6·48*	*83*		*2,227*		Total 5′ 6″ Gauge. (Steam.)
221	65	2·29	1·98	1,819	1·27	16,654	11·6	101		1,819		Total 5′ 6″ Gauge. (Electric.)
												3′ 3¼″ Gauge.
2	*1*	*0·39*	*0·69*	*216*	*3·75*	*71*	*1·23*	*14*	*38·0*	*43*	*10·0*	Assam-Bengal.
2	1	0·28	0·58	240	4·33	61	1·10	13	36·0	33	8·00	
4	*Nil*	*0·31*	*Nil*	*200*	*1·77*	*102*	*0·90*	*5*	*5·17*	*25*	*2·94*	Bengal and North-Western.
3	Nil	0·23	Nil	109	0·96	106	0·93	4	5·36	20	2·34	
13	*1*	*0·90*	*0·60*	*97*	*0·87*	*69*	*0·63*	*17*	*21·0*	*171*	*15·4*	Bombay, Baroda and Central India.
11	1	0·82	0·44	150	1·38	64	0·59	11	13·4	96	9·33	
20	*3*	*2·16*	*1·64*	*46*	*0·48*	*162*	*1·69*	*1*	*1·16*	*34*	*3·85*	Burma.
20	4	2·34	2·06	38	0·42	153	1·68	1	1·99	34	4·07	

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railways**

Railway.		Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average otal No. on line.
1		2	3	4	5	6	7	8	9	10
3′ 3¾″ Gauge—*concld.*										
Eastern Bengal		*1931-32*	*7*	*2·92*	*14*	*6·04*	*69*	*12*	*8·50*	*5·12*
		1932-33	6	2·89	8	3·41	59	12	7·24	5·37
Jodhpur		*1931-32*	*10*	*9·26*	*7*	*6·48*	*18*	*2*	*7·79*	*7·69*
		1932-33	4	3·70	5	4·63	26	3	11·1	11·5
Madras and Southern Mahratta		*1931-32*	*22*	*6·19*	*34*	*9·50*	*63*	*11*	*7·29*	*6·42*
		1932-33	24	6·45	32	8·82	62	10	7·06	5·68
Nizam's State		*1931-32*	*8*	*9·20*	*14*	*16·1*	*16*	*1*	*10·5*	*6·25*
		1932-33	5	6·10	13	15·9	16	1	10·4	6·25
Rohilkund and Kumaon		*1931-32*	*4*	*4·60*	*5*	*6·08*	*14*	*2*	*5·88*	*7·79*
		1932-33	3	3·70	5	6·15	11	3	4·93	10·9
South Indian	Steam	*1931-32*	*25*	*6·08*	*58*	*14·0*	*96*	*7*	*7·64*	*5·38*
		1932-33	22	5·23	66	15·9	88	10	7·13	7·35
	Electric*	*1931-32*	..	*(a)2·75*	*Nil*	*Nil*				
		1932-33	*Nil*	*Nil*	*Nil*	*Nil*				
Total 3′ 3¾″ Gauge	Steam	*1931-32*	*135*	*4·86*	*264*	*9·50*	*540*	*62*	*6·99*	*5·59*
		1932-33	125	4·52	254	9·19	567	73	7·37	6·67
	Electric*	*1931-32*	..	*(a)2·75*	*Nil*	*Nil*				
		1932-33	*Nil*	*Nil*	*Nil*	*Nil*				
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur		*1931-32*	*7*	*6·47*	*16*	*13·5*	*18*	*2*	*4·86*	*8·54*
		1932-33	8	7·37	17	14·6	20	2	5·42	7·45
Bombay, Baroda and Central India		*1931-32*	*2*	*8·33*	*2*	*8·33*	*1*	*Nil*	*1·39*	*Nil*
		1932-33	3	11·0	3	10·0	1	Ni	0·51	Ni
Eastern Bengal		*1931-32*	..	*(a)4·00*	..	*(a) 2·33*	*2*	*Nil*	*3·70*	*Nil*
		1932-33	..	(a)1·34	1	11·8	4	Nil	7·14	Nil
Great Indian Peninsula		*1931-32*	*1*	*†4·55*	*3*	*†13·6*	*Nil*	*Nil*	*Nil*	*Nil*
		1932-33	2	9·09	4	18·2	Nil	Nil	Nil	Nil
North Western		*1931-32*	*6*	*5·66*	*13*	*12·3*	*9*	*2*	*2·85*	*3·23*
		1932-33	3	2·77	12	11·7	7	2	2·24	3·03
South Indian		*1931-32*	*1*	*9·82*	*2*	*15·5*	*Nil*	*Nil*	*Nil*	*Nil*
		1932-33	1	4·55	1	13·2	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges		*1931-32*	*17*	*5·90*	*36*	*12·5*	*30*	*4*	*3·36*	*4·40*
		1932-33	17	5·96	38	13·3	32	4	3·59	4·26
Total Class I Railways.	Steam	*1931-32*	*449*	*5·03*	*1,064*	*11·9*	*1,366*	*321*	*7·43*	*7·15*
		1932-33	400	4·52	1,059	12·0	1,461	319	8·01	7·14
	Electric*	*1931-32*	*1*	*1·54*	*5*	*7·69*				
		1932-33	Nil	Nil	6	9·23				

* Excluding electric multiple unit suburban trains.

(a) The presence of a figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

† Revised figures.

for the years 1931-32 and 1932-33—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	Railway.
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—*concld.*
12	*2*	*1·48*	0·83	*53*	*0·81*	*120*	*1·85*	*2*	*4·04*	*6*	*1·16*	Eastern Bengal.
11	1	1·30	0·65	56	0·84	337	5·08	2	4·73	8	1·59	
1	*Nil*	*0·53*	(a) *0·54*	*44*	*1·78*	*11*	*0·45*	*2*	*12·0*	*9*	*4·00*	Jodhpur.
1	..	0·63	0·50	51	1·83	10	0·36	2	15·8	6	2·58	
6	*1*	*0·64*	*0·60*	*39*	*0·45*	*109*	*1·25*	*6*	*11·8*	*91*	*10·7*	Madras and Southern Mahratta.
5	1	0·59	0·32	66	0·77	91	1·08	7	13·4	76	9·53	
1	*Nil*	*0·66*	*Nil*	*62*	*4·77*	*3*	*0·23*	*1*	*8·61*	*2*	*1·35*	Nizam's State.
1	1	0·65	0·25	54	4·15	1	0·08	1	9·59	3	2·15	
Nil	*Nil*	*Nil*	*Nil*	*24*	*0·97*	*16*	*0·65*	*30*	*18·3*	*66*	*3·94*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	32	1·31	15	0·61	21	13·4	58	3·74	
42	*3*	*3·33*	*2·32*	*143*	*1·86*	*169*	*2·19*	*16*	*19·4*	*14*	*2·08*	Steam
26	4	2·08	2·77	159	2·10	148	1·96	6	7·34	14	2·43	Electric — South Indian.
101	*11*	*1·31*	*0·99*	*924*	*1·38*	*832*	*1·25*	*94*		*461*		Steam
80	13	1·04	1·19	955	1·44	986	1·49	68		348		Electric — Total 3′ 3½″ Gauge.
												2′ 6″ and 2′ 0″ Gauges.
12	*Nil*	*3·32*	(a) *0·42*	*22*	*0·58*	*122*	*3·*	*1*	*4·38*	*6*	*4·36*	Bengal-Nagpur.
13	..	3·37	1·52	27	0·71	135	3·52	3	19·8	3	2·02	
3	*Nil*	*5·20*	*Nil*	*1*	*0·24*	*11*	*2·41*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	1	5·68	33·3	1	0·20	15	3·11	Nil	Nil	Nil	Nil	
Nil	*Nil*	*Nil*	*Nil*	..	(a) *5·41*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	Nil	..	1·56	Nil	Nil	Nil	Nil	Nil	Nil	
2	*Nil*	†*3·98*	*Nil*	*Nil*	*Nil*	*8*	†*2·11*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
2	Nil	3·83	Nil	Nil	Nil	8	2·08	Nil	Nil	Nil	Nil	
9	*2*	*2·71*	*3·40*	*20*	*1·42*	*31*	*2·20*	*2*	*22·2*	*2*	*2·39*	North Western.
9	2	2·89	3·35	15	1·11	37	2·74	2	27·7	5	5·92	
2	*Nil*	*5·97*	*Nil*	*Nil*	*Nil*	*4*	*2·56*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
2	Nil	5·94	Nil	Nil	Nil	2	1·28	Nil	Nil	Nil	Nil	
28	*2*	*3·14*	*2·20*	*43*	*0·69*	*176*	*2·82*	*3*		*8*		Total 2′ 6″ and 2′ 0″ Gauges.
30	3	3·36	3·19	43	0·69	197	3·17	5		8		
343	*57*	*1·87*	*1·27*	*2,936*	*1·36*	*10,289*	*4·76*	*180*		*2,696*		Steam
331	81	1·81	1·81	2,817	1·31	17,837	8·28	174		2,175		Electric — Total Class I Railways.

†Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ GAUGE.	As.	As.	As.
Bengal Nagpur	1·86	1·21	3·07
Bombay, Baroda & Central India	2·11	1·48	3·59
Eastern Bengal	1·80	0·88	2·68
East Indian	1·81	1·23	3·04
Great Indian Peninsula	1·73	1·30	3·03
Madras and Southern Mahratta	2·13	1·42	3·55
Nizam's State	1·96	1·27	3·23
North Western	1·54	1·64	3·18
South Indian	1·42	1·08	2·50
Averages			3·10
3′ 3⅜″ GAUGE.			
Assam Bengal	1·34	1·85	3·19
Bengal and North Western	1·32	1·45	2·77
Bombay, Baroda & Central India	2·86	2·11	4·97
Burma	1·53	1·38	2·91
Eastern Bengal	1·91	1·22	3·13
Jodhpur	2·15	2·11	4·26
Madras and Southern Mahratta	1·75	1·33	3·08
Nizam's State	3·30	1·83	5·13
Rohilkund and Kumaon	1·63	1·38	3·01
South Indian	1·79	1·64	3·43
Averages			3·48

*Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year 1932-33.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
601·3	198·6	799·9	64·7	47·5	112·2	Bengal Nagpur.
807·1	140·0	947·1	61·3	42·0	103·3	Bombay, Baroda & Central India.
334·5	68·1	402·6	59·5	12·4	71·9	Eastern Bengal.
475·4	87·3	562·7	49·8	41·3	91·1	East Indian.
707·1	131·2	838·3	50·1	45·4	95·5	Great Indian Peninsula.
388·7	81·9	470·6	66·7	29·3	96·0	Madras and Southern Mahratta.
733·8	45·5	779·3	92·1	37·3	129·4	Nizam's State.
382·0	78·2	460·2	55·0	37·3	92·3	North-Western.
211·3	47·5	258·8	29·9	7·84	37·7	South Indian.
		597·1			95·2	Averages.
						3′ 3⅜″ Gauge.
242·8	31·0	273·8	37·8	11·4	49·2	Assam Bengal.
182·8	52·6	235·4	20·0	13·0	33·0	Bengal and North Western.
381·7	72·0	453·7	49·0	19·9	68·9	Bombay, Baroda & Central India.
165·5	37·1	202·6	39·5	11·8	51·3	Burma.
272·2	66·0	338·2	30·7	13·1	43·8	Eastern Bengal.
360·1	37·4	397·5	47·1	11·1	58·2	Jodhpur.
315·7	34·4	350·1	29·0	11·2	40·2	Madras and Southern Mahratta.
610·9	26·3	637·2	54·8	17·9	72·7	Nizam's State.
208·9	32·0	240·9	15·2	5·48	20·7	Rohilkund and Kumaon.
160·7	33·5	194·2	14·4	4·97	19·4	South Indian.
		299·6			44·5	Averages.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1931-32*	*Nil*	*644,892*	*Nil*	*Nil*	*644,892*	*Nil*	*107,635*
	1932-33	Nil	608,108	Nil	Nil	608,108	Nil	100,224
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*251,856*	*4,269*	*Nil*	*253,564*	*Nil*	*21,749*
	1932-33	Nil	251,784	3,637	Nil	253,239	Nil	21,458
Eastern Bengal	*1931-32*	*Nil*	*217,264*	*Nil*	*Nil*	*217,264*	*Nil*	*29,592*
	1932-33	Nil	208,729	Nil	Nil	208,729	Nil	37,540
East Indian	*1931-32*	*Nil*	*1,211,431*	*255*	*Nil*	*1,211,533*	*Nil*	*185,972*
	1932-33	Nil	1,199,646	265	Nil	1,199,752	Nil	180,489
Great Indian Peninsula	*1931-32*	*Nil*	*684,968*	*3*	*18,614*	*718,813*	*Nil*	*104,636*
	1932-33	Ni	676,712	143	13,704	701,685	Nil	103,982
Madras and Southern Mahratta	*1931-32*	*Nil*	*238,559*	*Nil*	*22*	*238,599*	*Nil*	*11,333*
	1932-33	Nil	242,516	Nil	17	242,547	Nil	10,193
Nizam's State	*1931-32*	*Nil*	*85,868*	*230*	*Nil*	*85,960*	*Nil*	*†6,836*
	1932-33	Nil	81,947	223	Nil	82,036	Nil	7,969
North Western	*1931-32*	*Nil*	*808,595*	*Nil*	*45,858*	*891,973*	*Nil*	*131,859*
	1932-33	Nil	786,813	Nil	38,388	856,609	51	119,135
South Indian	*1931-32*	*Nil*	*98,170*	*52*	*18*	*98,223*	*Nil*	*1,746*
	1932-33	Nil	94,152	105	7	94,206	Nil	1,581
Total 5′ 6″ Gauge	*1931-32*	*Nil*	*4,241,603*	*4,809*	*64,512*	*4,360,821*	*Nil*	*†601,358*
	1932-33	Nil	4,150,407	4,373	52,116	4,246,911	51	582,571
3′ 3⅜″ Gauge.								
Assam Bengal	*1931-32*	*Nil*	*100,945*	*Nil*	*Nil*	*100,945*	*Nil*	*15,855*
	1932-33	Nil	92,188	Nil	Nil	92,188	Nil	13,945
Bengal and North Western	*1931-32*	*Nil*	*184,709*	*Nil*	*Nil*	*184,709*	*Nil*	*50,196*
	1932-33	Nil	179,771	Nil	Nil	179,771	Nil	50,659
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*213,903*	*3,526*	*Nil*	*215,313*	*Nil*	*19,153*
	1932-33	Nil	211,317	3,260	Nil	212,621	Nil	17,496
Burma	*1391-32*	*Nil*	*178,120*	*13,444*	*Nil*	*183,497*	*Nil*	*10,353*
	1932-33	Nil	164,939	10,725	Nil	169,229	Nil	9,140

* 2½ tons of wood=
0·55 ton of oil fuel=
† Revised figures.

during the years 1931-32 and 1932-33.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								5' 6" GAUGE.
Nil	*Nil*	*107,635*	*Nil*	*752,527*	*Nil*	*Nil*	*752,527*	Bengal Nagpur.
Nil	Nil	100,224	Nil	708,332	Nil	Nil	708,332	
1,620	*Nil*	*22,397*	*Nil*	*273,605*	*5,889*	*Nil*	*275,961*	Bombay, Baroda and Central India.
1,420	Nil	22,026	Nil	273,242	5,057	Nil	275,265	
Nil	*Nil*	*29,592*	*Nil*	*246,856*	*Nil*	*Nil*	*246,856*	Eastern Bengal.
Nil	Nil	37,540	Nil	246,269	Nil	Nil	246,269	
783	*391*	*186,998*	*Nil*	*1,397,403*	*1,038*	*391*	*1,398,531*	East Indian.
833	554	181,829	Nil	1,380,135	1,098	554	1,381,581	
Nil	*3,096*	*110,265*	*Nil*	*789,604*	*3*	*21,710*	*829,078*	Great Indian Peninsula.
Nil	1,537	106,777	Nil	780,694	143	15,241	808,462	
Nil	*635*	*12,488*	*Nil*	*249,892*	*Nil*	*657*	*251,087*	Madras and Southern Mahratta.
Nil	632	11,343	Nil	252,709	Nil	649	253,890	
12	*Nil*	*†6,841*	*Nil*	*†92,704*	*242*	*Nil*	*†92,801*	Nizam's State.
14	Nil	7,975	Nil	89,916	237	Nil	90,011	
2,907	*5,932*	*143,810*	*Nil*	*940,454*	*2,907*	*51,790*	*1,035,783*	North Western.
546	5,623	129,642	51	905,948	546	44,011	986,251	
Nil	*28*	*1,797*	*Nil*	*99,916*	*52*	*46*	*100,020*	South Indian.
19	29	1,642	Nil	95,733	124	36	95,848	
5,322	*10,082*	*†621,823*	*Nil*	*†4,842,961*	*10,131*	*74,594*	*†4,982,644*	Total 5' 6" Gauge.
2,832	8,375	598,998	51	4,732,978	7,205	60,491	4,845,909	
								3' 3¾" GAUGE.
Nil	*Nil*	*15,855*	*Nil*	*116,800*	*Nil*	*Nil*	*116,800*	Assam Bengal.
Nil	Nil	13,945	Nil	106,133	Nil	Nil	106,133	
Nil	*Nil*	*50,196*	*Nil*	*234,965*	*Nil*	*Nil*	*234,965*	Bengal and North Western.
Nil	Nil	50,659	Nil	230,430	Nil	Nil	230,430	
109	*Nil*	*19,197*	*Nil*	*233,056*	*3,635*	*Nil*	*234,510*	Bombay, Baroda and Central India.
113	Nil	17,541	Nil	228,813	3,373	Nil	230,162	
11,534	*Nil*	*14,967*	*Nil*	*188,473*	*24,978*	*Nil*	*198,464*	Burma.
11,508	Nil	13,743	Nil	174,079	22,233	Nil	182,972	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1931-32*	*Nil*	*104,619*	*Nil*	*Nil*	*104,619*	*Nil*	*17,830*
	1932-33	Nil	101,815	Nil	Nil	101,815	Nil	20,870
Jodhpur	*1931-32*	*Nil*	*40,228*	*193*	*Nil*	*40,305*	*Nil*	*4,506*
	1932-33	Nil	37,810	200	Nil	37,890	Nil	3,607
Madras and Southern Mahratta	*1931-32*	*Nil*	*187,598*	*Nil*	*16*	*187,625*	*Nil*	*14,646*
	1932-33	Nil	179,721	Nil	11	179,741	Nil	12,015
Nizam's State	*1931-32*	*Nil*	*55,504*	*145*	*Nil*	*55,562*	*Nil*	*3,085*
	1932-33	Nil	51,073	136	Nil	51,127	Nil	2,834
Rohilkund and Kumaon	*1931-32*	*Nil*	*37,931*	*Nil*	*Nil*	*37,931*	*Nil*	*5,785*
	1932-33	Nil	34,238	Nil	Nil	34,238	Nil	6,116
South Indian	*1931-32*	*Nil*	*167,181*	*441*	*5*	*167,366*	*Nil*	*19,649*
	1932-33	Nil	159,624	312	4	159,756	Nil	20,236
Total 3′ 3⅜″ Gauge	*1931-32*	*Nil*	*1,270,738*	*17,749*	*21*	*1,277,872*	*Nil*	*161,058*
	1932-33	Nil	1,212,496	14,633	15	1,218,376	Nil	156,918
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1931-32*	*Nil*	*55,567*	*Nil*	*Nil*	*55,567*	*Nil*	*8,327*
	1932-33	Nil	54,531	Nil	Nil	54,531	Nil	8,458
Bombay, Baroda and Central India.	*1931-32*	*Nil*	*6,757*	*170*	*Nil*	*6,824*	*Nil*	*204*
	1932-33	Nil	7,042	181	Nil	7,114	Nil	111
Eastern Bengal	*1931-32*	*Nil*	*1,310*	*Nil*	*Nil*	*1,310*	*Nil*	*3*
	1932-33	Nil	1,339	Nil	Nil	1,339	Nil	130
Great Indian Peninsula	*1931-32*	*Nil*	*11,915*	*Nil*	*Nil*	*11,915*	*Nil*	*1,181*
	1932-33	Nil	12,682	Nil	Nil	12,682	Nil	1,001
North-Western	*1931-32*	*Nil*	*42,563*	*Nil*	*Nil*	*42,563*	*Nil*	*5,229*
	1932-33	Nil	37,353	Nil	Nil	37,353	Nil	5,188
South Indian	*1931-32*	*Nil*	*2,524*	*2*	*1*	*2,526*	*Nil*	*6*
	1932-33	Nil	2,284	9	Nil	2,288	Nil	5
Total 2′ 6″ & 2′ 0″ Gauges	*1931-32*	*Nil*	*120,636*	*172*	*1*	*120,705*	*Nil*	*14,950*
	1932-33	Nil	115,231	190	Nil	115,307	Nil	14,893
Total Class I Railways	*1931-32*	*Nil*	*5,632,977*	*22,730*	*64,534*	*5,759,398*	*Nil*	†*777,366*
	1932-33	Nil	5,478,134	19,196	52,131	5,580,594	51	7[illegible]2,392

* 2½ tons of wood =
0·55 ton of oil fuel =
† Revised figures.

during the years 1931-32 and 1932-33—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3′ 3½″ GAUGE—*contd.*
Nil	*Nil*	*17,830*	*Nil*	*122,449*	*Nil*	*Nil*	*122,449*	Eastern Bengal.
Nil	Nil	20,870	Nil	122,685	Nil	Nil	122,685	
Nil	*Nil*	*4,506*	*Nil*	*44,734*	*193*	*Nil*	*44,811*	Jodhpur.
Nil	Ni	3,607	Nil	41,417	200	Nil	41,497	
Nil	*5*	*15,668*	*Nil*	*202,244*	*Nil*	*579*	*203,293*	Madras and Southern Mahratta.
Nil	624	13,150	Nil	191,736	Nil	635	192,891	
23	*Nil*	*3,094*	*Nil*	*58,589*	*168*	*Nil*	*58,656*	Nizam's State.
17	Nil	2,841	Nil	53,907	153	Nil	53,968	
Nil	*Nil*	*5,785*	*Nil*	*43,716*	*Nil*	*Nil*	*43,716*	Rohilkund and Kumaon.
Nil	Nil	6,116	Nil	40,354	Nil	Nil	40,354	
Nil	*609*	*20,756*	*Nil*	*186,830*	*441*	*614*	*188,122*	South Indian.
84	683	21,512	Nil	179,860	396	687	181,268	
11,666	*1,172*	*167,854*	*Nil*	*1,431,796*	*29,415*	*1,193*	*1,445,726*	Total 3′ 3½″ Gauge.
11,722	1,307	163,984	Nil	1,369,414	26,355	1,322	1,382,360	
								2′ 6″ AND 2′ 0″ GAUGES.
Nil	*Nil*	*8,327*	*Nil*	*63,894*	*Nil*	*Nil*	*63,894*	Bengal Nagpur.
Nil	Nil	8,458	Nil	62,989	Nil	Nil	62,989	
Nil	*Nil*	*204*	*Nil*	*6,961*	*170*	*Nil*	*7,028*	Bombay, Baroda and Central India.
Nil	Nil	111	Nil	7,153	181	Nil	7,225	
Nil	*Nil*	*3*	*Nil*	*1,313*	*Nil*	*Nil*	*1,313*	Eastern Bengal.
Nil	Nil	130	Nil	1,469	Nil	Nil	1,469	
Nil	*31*	*1,237*	*Nil*	*13,096*	*Nil*	*31*	*13,152*	Great Indian Peninsula.
Nil	33	1,061	Nil	13,683	Nil	33	13,743	
15	*Nil*	*5,235*	*Nil*	*47,792*	*15*	*Nil*	*47,798*	North Western.
19	Nil	5,196	Nil	42,541	19	Nil	42,549	
Nil	*Nil*	*6*	*Nil*	*2,530*	*2*	*1*	*2,532*	South Indian.
Nil	Nil	5	Nil	2,289	9	Nil	2,293	
15	*31*	*15,012*	*Nil*	*135,586*	*187*	*32*	*135,717*	Total. 2′ 6″ & 2′ 0″ Gauges.
19	33	14,961	Nil	130,124	209	33	130,268	
17,003	*11,285*	*†804,689*	*Nil*	*†6,410,343*	*39,733*	*75,819*	*†6,564,087*	TOTAL CLASS I RAILWAYS.
14,573	9,715	777,943	51	6,232,516	33,769	61,846	6,358,537	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of Coal consumed on ***Class I Railways*** *during the years 1931-32 and 1932-33* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal-Nagpur	*1931-32*	*Nil*	*3·36*	*Nil*	*Nil*	*Nil*	*5·84*	*Nil*	*Nil*
	1932-33	Nil	3·44	Nil	Nil	Nil	5·94	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·15*	*4·99*	*Nil*	*Nil*	*16·3*	*6·28*	*Nil*
	1932-33	Nil	5·04	4·02	Nil	Nil	17·1	6·27	Nil
Eastern Bengal	*1931-32*	*Nil*	*3·37*	*Nil*	*Nil*	*Nil*	*8·39*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	8·20	Nil	Nil
East Indian	*1931-32*	*Nil*	*3·70*	*16·6*	*100·4*	*Nil*	*7·01*	*17·6*	*101·6*
	1932-33	Nil	3·68	16·0	94·9	Nil	7·10	16·4	96·6
Great Indian Peninsula	*1931-32*	*Nil*	*4·27*	*4·25*	*39·8*	*Nil*	*12·4*	*4·25*	*39·8*
	1932-33	Nil	4·57	5·00	41·4	Nil	11·9	6·71	42·7
Madras and Southern Mahratta	*1931-32*	*Nil*	*5·27*	*Nil*	*†54·8*	*Nil*	*15·3*	*Nil*	*†56·5*
	1932-33	Nil	5·30	Nil	51·8	Nil	15·3	Nil	53·5
Nizam's State	*1931-32*	*Nil*	*5·79*	*6·00*	*Nil*	*Nil*	*7·09*	*6·81*	*Nil*
	1932-33	Nil	5·66	6·00	Nil	Nil	7·16	6·63	Nil
North Western	*1931-32*	*Nil*	*4·69*	*Nil*	*34·0*	*Nil*	*16·6*	*Nil*	*41·0*
	1932-33	45·2	4·31	7·10	34·0	*45·2	16·7	*7·10	40·9
South Indian	*1931-32*	*Nil*	*4·79*	*10·7*	*†119·1*	*Nil*	*18·3*	*10·7*	*†119·1*
	1932-33	Nil	4·44	6·01	73·2	Nil	18·9	6·01	73·2
3' 3¾" Gauge.									
Assam Bengal	*1931-32*	*Nil*	*9·29*	*Nil*	*Nil*	*Nil*	*13·5*	*Nil*	*Nil*
	1932-33	Nil	8·90	Nil	Nil	Nil	13·3	Nil	Nil
Bengal and North Western	*1931-32*	*Nil*	*4·36*	*Nil*	*Nil*	*Nil*	*10·4*	*Nil*	*Nil*
	1932-33	Nil	4·16	Nil	Nil	Nil	10·8	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·03*	*4·40*	*Nil*	*Nil*	*15·0*	*4·94*	*Nil*
	1932-33	Nil	4·64	4·40	Nil	Nil	15·9	4·94	Nil
Burma	*1931-32*	*Nil*	*4·84*	*4·02*	*Nil*	*Nil*	*18·1*	*6·89*	*Nil*
	1932-33	Nil	4·03	3·54	Nil	Nil	17·8	5·24	Nil

* Freight not available.

†Revised figures, average rates for oil fuel, furnace oil and Kerosene oil.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1931-32 and 1932-33 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3½″ Gauge—*concld.*									
Eastern Bengal	*1931-32*	*Nil*	*3·87*	*Nil*	*Nil*	*Nil*	*9·63*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	9·54	Nil	Nil
Jodhpur	*1931-32*	*Nil*	*4·06*	*5·00*	*Nil*	*Nil*	*15·3*	*5·00*	*Nil*
	1932-33	Nil	3·73	5·00	Nil	Nil	16·1	5·00	Nil
Madras and Southern Mahratta	*1931-32*	*Nil*	*6·15*	*Nil*	*(a)55·2*	*Nil*	*15·1*	*Nil*	*(a)57·1*
	1932-33	Nil	6·14	Nil	51·9	Nil	14·6	Nil	53·8
Nizam's State	*1931-32*	*Nil*	*5·79*	*6·00*	*Nil*	*Nil*	*9·69*	*6·81*	*Nil*
	1932-33	Nil	5·66	6·00	Nil	Nil	9·45	6·63	Nil
Rohilkund and Kumaon	*1931-32*	*Nil*	*4·44*	*Nil*	*Nil*	*Nil*	*12·1*	*Nil*	*Nil*
	1932-33	Nil	4·22	Nil	Nil	Nil	13·0	Nil	Nil
South Indian	*1931-32*	*Nil*	*4·79*	*10·7*	*(a)58·5*	*Nil*	*18·2*	*10·7*	*(a) 58·5*
	1932-33	Nil	4·44	6·01	52·6	Nil	18·8	6·01	52·6
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1931-32*	*Nil*	*5·59*	*Nil*	*Nil*	*Nil*	*7·67*	*Nil*	*Nil*
	1932-33	Nil	4·99	Nil	Nil	Nil	6·95	Nil	Nil
Bombay, Baroda and Central India	*1931-32*	*Nil*	*5·15*	*4·29*	*Nil*	*Nil*	*16·6*	*4·40*	*Nil*
	1932-33	Nil	5·04	4·02	Nil	Nil	17·8	4·02	Nil
Eastern Bengal	*1931-32*	*Nil*	*3·87*	*Nil*	*Nil*	*Nil*	*5·59*	*Nil*	*Nil*
	1932-33	Nil	3·65	Nil	Nil	Nil	6·80	Nil	Nil
Great Indian Peninsula	*1931-32*	*Nil*	*3·68*	*Nil*	*40·2*	*Nil*	*13·7*	*Nil*	*40·2*
	1932-33	Nil	4·47	Nil	41·6	Nil	9·72	Nil	45·8
North Western	*1931-32*	*Nil*	*4·69*	*Nil*	*Nil*	*Nil*	*16·6*	*Nil*	*Nil*
	1932-33	Nil	4·31	7·10	Nil	Nil	19·9	*7·10	Nil
South Indian	*1931-32*	*Nil*	*4·79*	*10·8*	*(b)222·6*	*Nil*	*17·5*	*10·8*	*(b)222·6*
	1932-33	Nil	4·44	6·91	Nil	Nil	18·1	6·01	Nil

* Freight not available.

(*a*) Revised figures, average rates for oil fuel, furnace oil and Kerosene oil.

(*b*) This rate represents the rate of Kerosene oil.

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1931-32 and 1932-33.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods and proportion of Mixed.	Shunting including siding all services.		Departmental.	†	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons used on all Locomotive services.	Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1931-32*	*200,441*	*208·4*	*352,026*	*157·0*	*67,693*	*53·5*	*24,623*	*644,892*	*29,466*	*31,233*	*46,936*	*107,635*
	1932-33	200,669	200·9	306,764	154·9	76,265	55·8	21,478	608,108	29,972	31,478	38,774	100,224
Bombay, Baroda and Central India.	*1931-32*	*129,645*	*175·6*	*85,669*	*108·5*	*31,216*	*67·3*	*7,134*	*253,564*	*7,575*	*3,165*	*11,657*	*22,397*
	1932-33	130,477	172·5	83,854	113·0	32,258	70·5	6,650	252,239	7,633	4,673	9,720	22,026
Eastern Bengal	*1931-32*	*132,762*	*172·4*	*49,602*	*110·3*	*27,540*	*45·4*	*6,929*	*217,264*	*4,664*	*12,472*	*12,456*	*29,592*
	1932-33	123,267	170·2	49,726	116·0	25,696	45·6	4,531	208,729	4,375	12,392	20,773	37,540
East Indian	*1931-32*	*454,242*	*153·6*	*553,594*	*102·4*	*164,174*	*64·1*	*35,735*	*1,211,533*	*53,600*	*63,073*	*70,325*	*186,998*
	1932-33	461,893	152·9	531,896	101·8	154,947	62·0	46,737	1,199,752	54,013	59,554	68,262	181,829
Great Indian Peninsula	*1931-32*	*294,595*	*160·0*	*320,130*	*156·3*	*73,318*	*79·4*	*27,024*	*718,813*	*31,084*	*56,115*	*23,066*	*110,265*
	1932-33	288,918	159·9	318,809	154·1	68,596	72·9	20,998	701,685	27,883	55,959	22,935	106,777
Madras and Southern Maharatta.	*1931-32*	*122,453*	*168·1*	*89,398*	*127·0*	*17,380*	*50·6*	*6,284*	*238,599*	*3,001*	*1,154*	*8,333*	*12,488*
	1932-33	130,543	174·8	82,727	128·1	19,319	64·1	6,629	242,547	3,010	1,150	7,183	11,343
Nizam's State	*1931-32*	*38,373*	*186·2*	*37,962*	*159·8*	*6,702*	*73·0*	*3,823*	*85,960*	*2,420*	*Nil*	**4,421*	**6,841*
	1932-33	36,437	181·8	34,787	162·2	6,743	71·6	4,069	82,036	2,881	*Nil*	5,094	7,975
North Western	*1931-32*	*428,249*	*152·6*	*302,215*	*123·8*	*118,003*	*77·3*	*33,070*	*891,973*	*29,608*	*17,599*	*96,603*	*143,810*
	1932-33	430,651	156·4	268,955	122·3	115,176	76·2	30,770	856,609	27,795	16,224	85,623	129,642
South Indian	*1931-32*	*62,293*	*165·3*	*25,013*	*133·7*	*6,024*	*50·4*	*4,893*	*98,223*	*1,292*	*173*	*332*	*1,797*
	1932-33	62,569	165·9	21,155	123·5	5,551	50·5	4,931	94,206	1,288	53	301	1,642
Total 5′ 6″ Gauge	*1931-32*	*1,363,053*	*163·5*	*1,814,609*	*125·3*	*512,050*	*64·6*	*149,515*	*4,360,821*	*162,710*	*184,984*	**274,129*	**621,823*
	1932-33	1,865,424	163·7	1,698,673	124·4	504,551	60·5	146,793	4,246,911	158,850	181,483	258,665	598,998
3′ 3½″ GAUGE.													
Assam Bengal	*1931-32*	*66,572*	*176·6*	*14,608*	*162·3*	*13,645*	*43·1*	*5,322*	*100,945*	*2,942*	*6,290*	*6,623*	*15,855*
	1932-33	66,093	173·0	9,093	162·1	11,288	43·1	4,713	92,188	2,652	5,894	5,399	13,945
Bengal and North-Western	*1931-32*	*111,300*	*189·7*	*48,719*	*139·6*	*11,745*	*21·9*	*9,585*	*184,709*	*9,739*	*4,204*	*36,253*	*50,196*
	1932-33	105,601	185·3	50,538	136·4	12,188	21·9	8,588	179,771	9,522	4,359	36,778	50,659
Bombay, Baroda and Central India.	*1931-32*	*119,166*	*197·6*	*70,133*	*134·8*	*18,525*	*40·4*	*6,933*	*215,313*	*9,157*	*3,837*	*6,203*	*19,197*
	1932-33	122,641	188·0	62,793	142·7	20,363	43·1	6,179	212,621	7,323	3,877	6,341	17,541
Burma	*1931-32*	*97,741*	*181·7*	*56,895*	*139·6*	*20,316*	*34·0*	*8,545*	*183,497*	*8,043*	*Nil*	*6,924*	*14,967*
	1932-33	94,357	171·4	50,950	141·3	17,554	33·0	6,368	169,229	6,687	Nil	7,056	13,743

* Revised figure.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood @ 0·55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

27 (b).—Statement of Coal‡ Consumption on Class I Railways for the years 1931-32 and 1932-33 —concld.

Railway.	Year.	Passenger and Total Mixed.	Passenger and proportion of Mixed.	Goods.	Goods. and proportion of Mixed.	Shunting including siding all services.		Departmental.	†	Fuel consumed for other than Locomotive purposes.			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons used on all Locomotive services.	Water pumping Stations.	Electric generating Stations.	Miscellaneous purposes.	Total. (columns 11+12 +13)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3' 3½" Gauge—concld.													
Eastern Bengal	1931-32	*55,988*	*190·3*	*26,487*	*136·0*	*12,248*	*43·3*	*7,056*	*104,619*	*3,351*	*Nil*	*14,479*	*17,830*
	1932-33	53,263	184·8	29,264	142·7	11,704	44·1	2,705	101,815	3,448	Nil	17,422	20,870
Jodhpur	1931-32	*28,272*	*168·4*	*7,501*	*157·3*	*2,760*	*23·8*	*1,696*	*40,305*	*1,493*	*Nil*	*3,013*	*4,506*
	1932-33	25,456	149·3	7,842	144·8	2,769	24·1	1,745	37,890	1,927	Nil	1,680	3,607
Madras and Southern Mahratta.	1931-32	*91,415*	*182·3*	*75,749*	*182·8*	*14,616*	*37·0*	*4,956*	*187,625*	*4,353*	*1,922*	*16,293*	*15,668*
	1932-33	92,445	187·8	68,772	178·3	12,549	36·3	4,471	179,741	3,973	1,135	8,044	13,150
Nizam's State	1931-32	*31,479*	*306·3*	*17,004*	*188·6*	*3,682*	*75·3*	*3,244*	*55,562*	*2,348*	*Nil*	*746*	*3,094*
	1932-33	29,314	286·6	14,544	197·6	4,353	80·5	2,916	51,127	1,849	Nil	992	2,841
Rohilkund and Kumaon	1931-32	*27,482*	*220·9*	*5,070*	*157·8*	*2,923*	*37·6*	*2,456*	*37,931*	*2,058*	*1,465*	*2,262*	*5,785*
	1932-33	26,215	199·7	3,447	155·5	2,947	27·0	1,629	34,238	2,184	1,652	2,280	6,116
South Indian	1931-32	*114,699*	*190·2*	*35,176*	*123·4*	*7,923*	*34·1*	*9,568*	*167,366*	*3,294*	*14,323*	*3,139*	*20,756*
	1932-33	115,090	188·4	30,604	122·0	7,202	35·4	6,860	159,756	3,905	13,969	3,638	21,512
Total 3' 3½" Gauge	1931-32	*744,114*	*192·3*	*357,342*	*148·5*	*108,383*	*35·9*	*58,461*	*1,277,872*	*46,778*	*31,141*	*89,935*	*167,854*
	1932-33	730,475	186·1	327,847	148·7	102,917	35·4	46,174	1,218,376	43,468	30,886	89,630	163,984
2' 6" AND 2' 0" GAUGES.													
Bengal-Nagpur	1931-32	*37,066*	*370·6*	*16,824*	*356·4*	*Nil*	Not published.	*1,438*	*55,567*	*5,459*	*333*	*2,535*	*8,327*
	1932-33	33,879	373·5	13,154	344·1	5,596		1,403	54,531	5,705	341	2,412	8,458
Bombay, Baroda and Central India.	1931-32	*6,487*	*382·5*	*177*	*444·1*	*Nil*		*Nil*	*6,824*	*92*	*Nil*	*112*	*204*
	1932-33	6,678	431·6	153	447·3	Nil		Nil	7,114	3	Nil	108	111
Eastern Bengal	1931-32	*1,271*	*507·1*	*Nil*	*563·3*	*Nil*		*39*	*1,310*	*Nil*	*Nil*	*3*	*3*
	1932-33	1,298	528·8	Nil	623·3	Nil		5	1,339	Nil	Nil	130	130
Great Indian Peninsula	1931-32	*10,668*	*490·5*	*66*	*427·3*	*644*		*537*	*11,915*	*1,160*	*Nil*	*77*	*1,237*
	1932-33	11,696	468·9	2	471·4	611		373	12,682	1,003	Nil	58	1,061
North-Western	1931-32	*21,080*	*458·7*	*15,994*	*488·5*	*4,086*		*816*	*42,563*	*1,761*	*Nil*	*3,474*	*5,235*
	1932-33	17,006	378·6	14,874	514·7	3,581		1,383	37,353	1,776	Nil	3,420	5,196
South Indian	1931-32	*2,522*	*285·6*	*Nil*	*234·3*	*Nil*		*4*	*2,526*	*Nil*	*Nil*	*6*	*6*
	1932-33	2,286	279·9	Nil	228·4	Nil		2	2,288	Nil	Nil	5	5
Total 2' 6" & 2' 0" Gauges	1931-32	*79,094*	*402·1*	*33,061*	*412·7*	*4,730*		*2,834*	*120,705*	*8,472*	*333*	*6,207*	*15,012*
	1932-33	72,843	386·9	28,186	415·8	9,788		3,166	115,307	8,487	341	6,133	14,961
TOTAL CLASS I RAILWAYS	1931-32	*2,686,261*	*172·2*	*2,205,012*	*131·3*	*625,163*		*210,810*	*5,759,398*	*217,960*	*216,458*	**370,271*	**804,689*
	1932-33	2,668,742	170·9	2,054,706	130·6	617,256		196,133	5,580,594	210,805	212,710	354,428	777,943

* Revised figures.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel and firewood, at 0·55 ton of oil fuel = 1 ton of coal and 2½ tons of wood = 1 ton of coal.

28.— *Statement of Efficiency of* **Class 1 Railways** *for the years 1931-32 and 1932-33.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles.	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		Per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1931-32*	*440*	*173*	*1,645*	*3,875*	*9,193*
	1932-33	413	176	1,590	3,908	9,109
Bombay, Baroda and Central India	*1931-32*	*653*	*234*	*1,813*	*4,692*	*9,108*
	1932-33	632	236	1,793	4,725	9,619
Eastern Bengal	*1931-32*	*297*	*144*	*1,051*	*2,962*	*7,823*
	1932-33	322	153	1,086	3,079	7,797
East Indian	*1931-32*	*735*	*229*	*2,190*	*5,008*	*10,536*
	1932-33	741	237	2,229	5,176	10,959
Great Indian Peninsula	*1931-32*	*688*	*221*	*1,773*	*4,555*	*9,150*
	1932-33	656	232	1,927	4,841	10,152
Madras and Southern Mahratta	*1931-32*	*576*	*211*	*1,600*	*4,359*	*8,836*
	1932-33	603	214	1,534	4,335	8,773
Nizam's State	*1931-32*	*587*	*167*	*1,552*	*3,891*	*7,173*
	1932-33	661	173	1,609	4,047	7,370
North Western	*1931-32*	*721*	*228*	*1,818*	*4,716*	*8,607*
	1932-33	708	228	1,676	4,507	8,324
South Indian	*1931-32*	*346*	*115*	*835*	*2,482*	*6,125*
	1932-33	345	118	844	2,561	6,576
Average for 5′ 6″ gauge	*1931-32*	*616*	*210*	*1,823*	*4,472*	*9,324*
	1932-33	609	216	1,827	4,556	9,588
3′ 3⅜″ Gauge.						
Assam Bengal	*1931-32*	*377*	*146*	*636*	*1,804*	*3,221*
	1932-33	382	136	623	1,817	3,231
Bengal and North Western	*1931-32*	*367*	*148*	*775*	*1,809*	*3,581*
	1932-33	332	143	781	1,796	3,685
Bombay, Baroda and Central India	*1931-32*	*729*	*221*	*1,102*	*2,533*	*4,469*
	1932-33	670	217	1,045	2,458	4,516
Burma	*1931-32*	*638*	*178*	*1,075*	*2,568*	*4,403*
	1932-33	648	188	1,094	2,722	4,509
Eastern Bengal	*1931-32*	*468*	*180*	*730*	*2,221*	*4,535*
	1932-33	565	221	820	2,440	4,487
Jodhpur	*1931-32*	*559*	*177*	*764*	*1,979*	*3,731*
	1932-33	628	187	709	1,963	3,797
Madras and Southern Mahratta	*1931-32*	*600*	*161*	*777*	*2,163*	*3,128*
	1932-33	631	165	767	2,214	3,133
Nizam's State	*1931-32*	*706*	*172*	*997*	*2,556*	*4,368*
	1932-33	707	170	980	2,599	4,231
Rohilkund and Kumaon	*1931-32*	*383*	*118*	*662*	*1,679*	*2,820*
	1932-33	314	111	704	1,672	3,016
South Indian	*1931-32*	*506*	*139*	*578*	*1,705*	*3,667*
	1932-33	560	156	651	1,889	3,710
Average for 3′ 3⅜″ gauge	*1931-32*	*523*	*166*	*830*	*2,120*	*3,790*
	1932-33	519	172	836	2,167	3,839
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1931-32*	*284*	*112*	*286*	*1,008*	*1,546*
	1932-33	275	115	295	1,056	1,627
Bombay, Baroda and Central India	*1931-32*	*295*	*31*	*71*	*576*	*933*
	1932-33	264	31	56	512	817
Eastern Bengal	*1931-32*	*863*	*39*	*37*	*233*	*388*
	1932-33	957	34	24	254	363
Great Indian Peninsula	*1931-32*	*483*	*109*	*236*	*1,092*	*1,155*
	1932-33	461	107	231	1,092	1,018
North Western	*1931-32*	*438*	*73*	*162*	*781*	*785*
	1932-33	438	79	183	842	809
South Indian	*1931-32*	*661*	*113*	*229*	*840*	*1,109*
	1932-33	576	113	241	866	1,128

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1932-33 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,191,5	4,702,6	1,03,73,4	944,3	995,1	27,78,7	5,135,8	5,697,7	1,31,52,1	8	1,2	16,4
Bombay, Baroda and Central India.	7	310,6	17,21,7	..	6,0	1,99,4	7	316,6	19,21,1	24,0	24,0	4,89,4
Eastern Bengal	3,5	1,109,1	26,08,0	1,1	60,4	2,87,8	4,6	1,169,5	28,95,8	17,1	17,1	82,7
East Indian	6,931,6	7,581,2	3,22,69,9	2,028,3	2,566,3	1,64,78,0	8,959,9	10,147,5	4,87,47,9	8	13,7	2,45,9
Great Indian Peninsula	719,2	1,271,0	48,40,8	1	186,0	9,31,3	719,3	1,457,0	57,72,1	31,9	34,6	6,01,7
Madras and Southern Mahratta.	43,8	209,0	10,71,6	*Nil*	110,0	9,48,0	43,8	319,0	20,19,6	10,2	10,6	2,26,7
Nizam's State	366,3	371,3	17,23,9	225,4	225,4	7,43,9	591,7	596,7	24,67,8	1	6	19,5
North Western	72,9	882,8	25,33,5	2,0	2,0	9	74,9	884,8	25,34,4	33,8	35,0	7,14,9
South Indian	..	19,3	2,03,3	..	..	..	..	19,3	2,03,3	1,3	2,5	1,44,1
Total	12,329,5	16,456,9		3,201,2	4,151,2		15,530,7	20,608,1		120,0	139,3	
3′ 3⅜″ GAUGE.												
Assam Bengal	28,6	114,0	3,37,5	4,9	9,7	25,6	33,5	123,7	3,63,1	3,9	6,0	31,2
Bengal and North Western.	5,2	314,3	10,25,5	2	2	1	5,4	314,5	10,25,6	..	..	..
Bombay, Baroda and Central India.	7	120,9	*	..	63,6	*	7	184,5	*	1	6,7	*
Burma	45,5	45,5	5,09,2	6	6	2,3	46,1	46,1	5,11,5	15,7	15,7	2,59,6
Eastern Bengal	4	231,0	*	1,3	39,4	*	1,7	270,4	*	1	2,6	*
Jodhpur	5	8,8	15,1	..	..	..	5	8,8	15,1	..	2,0	33,9
Madras and Southern Mahratta.	9,1	30,2	*	14,2	45,4	*	23,3	75,6	*	1,7	6,4	*
Nizam's State	2	61,2	*	*Nil*	*Nil*	*Nil*	2	61,2	*	1	1,2	*
Rohilkund and Kumaon	2	20,0	17,6	*Nil*	*Nil*	*Nil*	2	20,0	17,6	*Nil*	*Nil*	*Nil*
South Indian	55,3	62,0	*	..	..	*	55,3	62,0	*	8,5	8,7	*
Total	145,7	1,007,9		21,2	158,9		166,9	1,166,8		30,1	49,3	
2′ 6″ AND 2′ 0″ GAUGES.												
Bengal Nagpur	48,3	67,9	*	5	6	*	48,8	68,5	*	..	3	*
Bombay, Baroda and Central India.	..	4,2	*	..	..	*	..	4,2	*	..	2	*
Eastern Bengal	..	..	*	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	..	9,9	*	..	..	*	..	9,9	*	4	4	*
North Western	33,2	45,0	*	*Nil*	*Nil*	*Nil*	33,2	45,0	*	2	8	*
South Indian	..	..	*	..	..	*	..	..	*	..	..	*
Total	81,5	127,0		5	6		82,0	127,6		6	1,7	
Total, 1932-33	12,556,7	17,591,8	5,92,51,0	3,222,9	4,310,7	2,23,96,0	15,779,6	21,902,5	8,16,47,0	150,7	190,3	28,66,0
Total, 1931-32	13,515,7	18,791,2	5,97,83,9	3,252,4	4,236,9	2,14,69,9	16,768,1	23,028,1	8,12,53,8	145,3	178,8	25,61,8
Increase	..	..	..	..	73,8	9,26,1	..	..	3,93,2	5,4	11,5	3,04,2
Decrease	959,0	1,199,4	5,32,9	29,5	..	..	988,5	1,125,6	..	..	..	..

*Shown under

†In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1932-33. (In hundreds.)

Fuel—*contd.*			II.—Heavy Merchandise.						
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
150,4	157,8	4,56,8	50,5	53,7	3,54,5	466,2	491,6	48,48,2	Bengal Nagpur.
98,1	138,5	5,14,1	8,2	9,4	54,4	60,2	73,5	14,18,5	Bombay, Baroda and Central India.
7,2	37,5	44,7	50,0	76,3	5,10,1	87,2	100,1	9,32,1	Eastern Bengal.
64,9	80,7	1,90,1	77,0	83,3	3,32,9	344,2	474,9	44,91,5	East Indian.
117,3	134,5	2,87,5	4,8	7,4	61,1	86,0	252,1	21,66,2	Great Indian Peninsula.
82,5	99,8	6,48,1	25,0	29,0	2,60,1	158,6	208,1	39,04,1	Madras and Southern Mahratta.
49,8	49,8	1,73,9	2,3	2,3	15,9	44,2	56,8	7,38,3	Nizam's State.
389,1	391,6	11,04,1	24,7	25,5	1,15,9	202,8	236,9	25,74,3	North Western.
34,3	36,9	3,70,1	6,6	75,9	11,49,6	25,7	98,2	17,52,6	South Indian.
993,6	1,127,1		249,1	362,8		1,475,1	1,992,2		Total.
									3′ 3¾″ Gauge.
7	7	2,3	37,4	39,3	2,62,8	33,9	54,7	4,56,9	Assam Bengal.
65,0	65,6	1,33,5	29,4	66,0	3,97,5	152,6	312,2	17,48,9	Bengal and North Western.
49,5	59,8	*	1	1,1	*	1,5	78,9	*	Bombay, Baroda and Central India.
67,3	67,3	2,17,8	279,3	279,3	12,45,7	625,5	625,5	45,23,3	Burma.
7	8	*	67,0	71,2	*	88,7	133,1	*	Eastern Bengal.
5,3	6,0	19,4	4	4	2,1	3,4	12,4	1,31,7	Jodhpur.
88,7	89,5	*	25,6	34,9	*	110,3	175,2	*	Madras and Southern Mahratta.
11,1	11,1	*	7	7	*	21,7	31,5	*	Nizam's State.
178,9	178,9	3,57,4	9,1	9,1	51,4	4,8	7,8	32,2	Rohilkund and Kumaon.
57,1	57,9	*	147,5	148,0	*	175,5	185,0	*	South Indian.
524,3	537,6		596,5	650,0		1,217,9	1,616,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
34,0	34,1	*	5,5	5,7	*	39,4	49,7	*	Bengal-Nagpur.
21,1	21,5	*	5	5	*	9	7,8	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	4	11,0	*	Great Indian Peninsula.
1,0	7,7	*	3	3	*	25,2	28,6	*	North Western.
2,3	2,3	*	3	4	*	2	1,5	*	South Indian.
58,4	65,6		6,6	6,9		66,1	98,6		Total.
1,576,3	1,730,3	45,19,8	852,2	1,019,7	48,14,0	2,759,1	3,707,1	2,97,18,8	Total, 1932-33.
1,509,2	1,659,4	45,05,2	1,161,8	1,317,7	61,55,7	3,050,0	3,994,6	3,08,95,2	Total, 1931-32.
67,1	70,9	14,6	..	..	..	..	..	..	Increase.
..	..	..	309,6	298,0	13,41,7	290,9	287,5	11,76,4	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II.—Heavy mer								
	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	67,5	93,0	11,95,5	41,4	58,4	8,79,6	4	4	6,4
Bombay, Baroda and Central India	49,8	84,5	16,06,9	39,7	75,0	17,14,0	20,8	53,4	10,83,3
Eastern Bengal	19,2	29,6	4,49,8	..	..	..	..	..	..
East Indian	312,3	405,4	35,45,9	164,2	279,7	28,89,5	22,1	36,7	1,75,3
Great Indian Peninsula	262,5	363,2	39,85,7	185,3	227,2	27,41,0	154,5	191,6	20,43,7
Madras and Southern Mahratta	29,0	95,9	15,39,8	6,2	14,7	5,34,7	6,5	18,3	5,14,8
Nizam's State	37,3	87,9	8,39,7	1,5	20,3	3,17,3	8,3	22,2	1,83,6
North Western	334,6	421,9	42,23,7	724,3	745,2	80,18,0	57,7	73,8	5,69,8
South Indian	36,7	66,5	12,18,8	2,2	5,2	93,8	5,3	10,3	82,0
Total	1,148,9	1,647,9		1,164,8	1,425,7		275,6	406,7	
3′ 3⅜″ Gauge.									
Assam Bengal	7,3	21,0	1,76,5	1,8	5,2	40,6	..	..	1
Bengal and North Western	78,9	92,3	5,60,3	100,8	107,8	7,25,6	‡	‡	‡
Bombay, Baroda and Central India	69,8	94,7	*	74,6	108,2	*	48,3	72,0	*
Burma	62,0	62,0	7,44,7	12,9	12,9	1,52,2	9	9	10,8
Eastern Bengal	18,9	56,3	*	..	..	**	..	..	*
Jodhpur	1,8	36,6	3,30,7	23,7	38,6	2,03,6	2,2	22,9	1,56,0
Madras and Southern Mahratta	24,0	88,1	*	19,8	36,7	*	30,1	46,4	*
Nizam's State	14,6	49,5	*	7,6	17,3	*	5,2	6,6	*
Rohilkund and Kumaon	13,3	14,8	54,5	19,2	21,4	84,4	9,9	10,6	26,9
South Indian	115,2	122,7	*	6,2	7,1	*	3,3	3,5	*
Total	405,8	638,0		266,6	355,2		99,9	162,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	13,4	18,8	*	24,8	27,3	*	6	7	*
Bombay, Baroda and Central India	2,1	3,3	*	1,0	2,9	*	5	2,5	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	1,1	3,6	*	1	6,1	*	1,5	5,7	*
North Western	31,4	36,1	*	6,9	19,2	*	5,1	6,0	*
South Indian	5,3	6,6	*	..	1	*	2,0	2,0	*
Total	53,3	68,4		32,8	55,6		9,7	16,9	
Total, 1932-33	1,608,0	2,354,3	2,04,72,5	1,464,2	1,836,5	1,83,94,3	385,2	586,5	48,52,7
Total, 1931-32	1,763,5	2,631,3	2,44,27,0	1,731,6	2,262,8	2,16,06,8	407,3	597,7	53,36,6
Increase	..	..	..	..	..	..	..	..	..
Decrease	155,5	277,0	39,54,5	267,4	426,3	32,12,5	22,1	11,2	4,83,9

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1932-33 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
1,5	5,4	60,8	40,9	45,7	1,23,4	90,3	127,9	15,08,6	Bengal Nagpur.
17,9	36,2	8,43,6	235,1	255,9	15,74,3	192,5	215,7	45,45,4	Bombay, Baroda and Central India.
12,1	19,8	2,15,7	1,7	34,2	85,7	78,5	84,7	8,85,0	Eastern Bengal.
66,4	100,6	6,99,8	372,5	448,1	10,30,1	153,7	248,0	19,53,6	East Indian.
43,0	53,6	8,19,0	180,3	282,7	11,87,5	117,4	268,9	32,67,3	Great Indian Peninsula.
15,4	41,1	7,21,3	28,4	30,1	3,97,4	50,4	58,7	10,78,7	Madras and Southern Mahratta.
5	2,2	25,9	81,8	81,9	3,31,8	1,2	39,8	5,50,7	Nizam's State.
80,6	108,3	9,31,3	496,9	514,3	10,35,4	171,5	189,8	17,73,6	North Western.
4,9	9,9	1,98,8	4	2,6	3,33,5	8,7	47,6	10,23,8	South Indian.
242,3	377,1		1,438,0	1,695,5		864,2	1,281,1		Total.
									3′ 3⅜″ Gauge.
8	8	4,0	81,1	81,2	2,74,6	33,1	37,1	2,63,5	Assam Bengal.
123,2	138,0	7,55,2	8,9	13,3	51,0	3,5	148,8	9,91,0	Bengal and North Western.
45,9	62,1	*	167,5	249,1	*	239,3	306,5	*	Bombay, Baroda and Central India.
5,6	5,6	47,9	237,9	237,9	3,67,5	34,7	34,7	4,53,7	Burma.
8,9	23,2	*	1,4	5,5	*	4,4	63,4	*	Eastern Bengal.
3,4	20,5	1,77,4	108,7	114,9	3,23,1	26,3	26,8	1,20,3	Jodhpur.
29,4	40,3	*	40,0	48,1	*	10,0	75,4	*	Madras and Southern Mahratta.
3	1,3	*	2	10,6	*	2	23,2	*	Nizam's State.
14,9	16,1	70,8	3,6	5,0	12,4	5	28,7	1,72,6	Rohilkund and Kumaon.
16,1	18,2	*	141,4	142,4	*	124,7	125,2	*	South Indian.
248,5	326,1		790,7	908,0		476,7	869,8		Total.
									2′ 6″ and 2′ 0″ Gauges.
2,9	3,3	*	3,1	4,1	*	2,3	23,0	*	Bengal Nagpur.
9	1,8	*	3	4,0	*	..	2,5	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
1	1,2	*	1	1,5	*	1	3,3	*	Great Indian Peninsula.
2,6	4,1	*	2,9	3,2	*	5	2,8	*	North Western.
1,2	1,3	*	..	..	*	..	3,3	*	South Indian.
7,7	11,7		6,4	12,8		2,9	34,9		Total.
498,5	714,9	55,71,5	2,235,1	2,616,3	71,27,7	1,343,8	2,185,8	1,85,87,8	Total, 1932-33.
486,0	760,4	60,45,6	2,285,7	2,642,4	70,39,7	1,426,8	2,326,3	1,92,85,3	Total, 1931-32.
12,5	..	..	..	..	88,0	..	..	..	Increase.
..	45,5	4,74,1	50,6	26,1	..	83,0	1,40,5	6,97,5	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

II.—Heavy mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	14,6	2 5,2	3,52,7	72,2	80,5	5,15,8	1,516,2	1,546,1	27,38,3
Bombay, Baroda and Central India	21,6	48,0	16,43,4	80,9	179,7	10,83,8	9,5	15,1	1,05,8
Eastern Bengal	10,7	14,8	2,89,6	19,0	26,1	1,88,2	..	..	..
East Indian	87,4	160,8	15,61,2	130,3	219,0	10,18,6	..	4,1	28,1
Great Indian Peninsula	77,0	116,4	18,61,6	104,1	145,3	7,56,3	4,1	17,4	1,41,3
Madras and Southern Mahratta	18,7	22,6	4,61,6	17,9	55,7	7,90,8	*Nil*	6,6	5,07,0
Nizam's State	4	6,9	1,36,7	24,5	27,6	3,13,1	*Nil*	*Nil*	*Nil*
North Western	117,6	176,6	38,75,2	190,6	250,9	9,02,2	1	1,0	14,8
South Indian	2,7	11,5	3,07,5	47,2	52,3	7,51,7	..	..	1,7
Total	350,7	582,8		686,7	1,037,1		1,529,9	1,590,3	
3′ 3⅜″ Gauge.									
Assam Bengal	2,4	6,7	55,4	11,2	12,5	66,0	..	..	..
Bengal and North-Western	182,6	183,8	19,08,3	62,4	67,8	3,74,7	†	†	†
Bombay, Baroda and Central India	7,4	106,5	*	4,3	94,8	*	6	8	*
Burma	5,4	5,4	83,6	141,1	141,1	7,13,9	99,7	99,7	9,31,1
Eastern Bengal	1,4	21,0	*	14,9	18,5	*	..	..	*
Jodhpur	3	10,1	85,1	1,0	5,2	31,1	..	..	*
Madras and Southern Mahratta	3,1	24,3	*	38,4	61,7	*	108,2	114,6	*
Nizam's State	2	6,0	*	3,5	10,4	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	61,2	65,1	3,25,3	93,1	93,4	3,73,2	..	..	*
South Indian	27,1	27,8	*	44,5	53,3	*	1	1	*
Total	291,1	456,7		414,4	558,7		208,6	215,2	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,0	6,1	*	26,8	27,5	*	27,5	27,5	*
Bombay, Baroda and Central India	5	1,9	*	43,6	46,6	*	6,9	7,0	*
Eastern Bengal	..	1	*	..	..	*	..	..	*
Great Indian Peninsula	1	2,4	*	1,5	2,8	*	..	..	*
North Western	1	7,7	*	2,4	3,5	*	8	8	*
South Indian	..	..	*	..	1	*	2	6	*
Total	1,7	18,2		74,3	80,5		35,4	35,9	
Total, 1932-33	643,5	1,057,7	1,29,47,2	1,175,4	1,676,3	78,79,4	1,773,9	1,841,4	44,68,1
Total, 1931-32	670,4	1,080,0	1,50,61,8	1,105,8	1,501,6	70,17,1	2,089,1	2,218,0	58,07,4
Increase	..	..	..	69,6	174,7	8,62,3	..	..	..
Decrease	26,9	22,3	21,14,6	..	..	..	315,2	376,6	13,39,3

* Shown under

† Not recorded.

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1932-33 (In hundreds) —contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
89,8	108,5	11,45,9	7	9,2	3,33,6	4,8	4,9	1,83,8	Bengal Nagpur.
83,4	166,3	25,93,5	103,0	183,1	55,67,5	7,8	7,8	3,22,8	Bombay, Baroda and Central India.
6,7	18,3	2,46,0	..	4	2,9	19,9	23,1	3,18,7	Eastern Bengal.
216,5	401,6	43,33,0	6,6	35,7	6,67,9	4	8,9	4,40,6	East Indian.
310,4	539,1	70,41,7	152,5	258,4	94,63,6	22,2	22,3	6,97,7	Great Indian Peninsula.
102,3	225,1	52,59,1	19,5	33,9	14,09,2	20,1	20,1	7,58,7	Madras and Southern Mahratta.
72,1	100,1	14,45,1	1,9	9,9	7,66,1	*Nil*	4,3	1,12,5	Nizam's State.
267,9	309,6	30,54,8	169,1	186,4	75,08,1	27,9	27,9	15,75,8	North Western.
27,4	73,0	19,23,5	12,5	13,8	3,59,2	6,1	8,0	5,56,9	South Indian.
1,176,5	1,941,6		465,8	730,8		109,2	127,3		Total.
									3′ 3⅜″ Gauge.
8,3	10,2	71,8	6	6	4,1	39,0	39,4	6,71 3	Assam Bengal.
155,4	160,8	9,96,5	†	†	†	1,0	10,9	2,99,5	Bengal and North Western.
97,8	189,2	*	62,0	99,1	*	3	2,6	*	Bombay, Baroda and Central India.
25,9	25,9	2,30,2	3,7	3,7	70,1	3,5	3,5	2,23,8	Burma.
27,6	37,0	*	..	..	*	..	10,5	*	Eastern Bengal.
23,4	36,1	3,12,2	15,3	18,9	2,06,9	..	2,1	90,2	Jodhpur.
210,6	255,8	*	46,2	55,3	*	7,0	7,0	*	Madras and Southern Mahratta.
107,6	108,5	*	35,5	36,2	*	1	1	*	Nizam's State.
26,5	26,8	1,37,1	2	9	4,4	*Nil*	2,0	32,7	Rohilkund and Kumaon.
131,0	171,5	*	17,7	24,6	*	18,2	18,3	*	South Indian.
814,1	1,021,8		181,2	239,3		69,1	96,4		Total.
									2′ 6″ and 2′ 0″ Gauges.
17,1	19,0	*	2	4	*	..	7	*	Bengal Nagpur.
12,9	14,9	*	18,2	18,8	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
16,6	16,9	*	34,4	34,5	*	..	..	*	Great Indian Peninsula.
1,6	2,1	*	*Nil*	*Nil*	*Nil*	*Nil*	7	*	North Western.
4,4	5,0	*	..	..	*	..	..	*	South Indian.
52,6	57,9		52,8	53,7		..	1,4		Total.
2,043,2	3,021,3	2,87,90,4	699,8	1,023,8	2,63,63,6	178,3	225,1	62,85,0	Total, 1932-33.
2,371,5	3,503,1	3,52,12,8	590,3	855,7	2,29,41,7	184,2	229,2	66,96,5	Total, 1931-32.
..	..	..	109,5	168,1	34,21,9	..	..	..	Increase.
328,3	481,8	64,22,4	..	..	..	5,9	4,1	4,11,5	Decrease.

5′ 6″ gauge.

gauges or railways are considered as two or more separate consignments

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II. Heavy Merchandise—*concld.* (15) Kerosine oil (in bulk). Originating on Home line whether local or Foreign.	(15) Kerosine oil (in bulk). ‡ Total.	(15) Kerosine oil (in bulk). Earnings.	(16) Molasses (in bulk). Originating on Home line whether local or Foreign.	(16) Molasses (in bulk). ‡ Total.	(16) Molasses (in bulk). Earnings.	(17) Total heavy merchandise. (Items 1 to 16). Originating on Home line whether local or Foreign.	(17) Total heavy merchandise. (Items 1 to 16). ‡ Total.	(17) Total heavy merchandise. (Items 1 to 16). Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	23,9	26,7	5,60,9	1	1	2,6	2,481,0	2,677,3	1,48,10,6
Bombay, Baroda and Central India	9,3	9,3	2,37,8	..	..	21,3	939,7	1,412,9	2,44,16,3
Eastern Bengal	88,2	88,2	4,20,0	..	1,0	5,5	393,2	516,6	45,49,3
East Indian	1	41,5	10,33,5	11,0	11,1	1,32,6	1,964,7	2,959,4	2,43,34,1
Great Indian Peninsula	33,6	35,5	7,82,9	1,9	1,9	13,3	1,739,6	2,783,0	3,70,29,9
Madras and Southern Mahratta	30,5	30,5	6,28,8	*Nil*	*Nil*	*Nil*	528,5	890,4	1,87,66,1
Nizam's State	1	3,9	57,2	*Nil*	2,6	33,9	276,1	468,7	58,67,8
North Western	19,6	21,4	5,74,1	1,0	1,0	13,9	2,886,9	3,290,5	3,67,60,9
South Indian	10,3	13,4	6,75,0	2	2	2,5	196,9	488,4	1,04,30,9
Total	215,6	270,4		14,2	17,9		11,406,6	15,487,2	
3′ 3⅜″ Gauge.									
Assam Bengal	16,7	18,7	2,51,0	1,4	1,4	13,6	275,0	328,8	26,12,2
Bengal and North Western	13,4	42,7	5,11,8	22,9	24,1	1,75,0	935,0	1,368,5	94,95,3
Bombay, Baroda and Central India	1	1,9	*	1	1,9	*	819,6	1,469,4	*
Burma	9	9	10,5	..	..	..	1,539,0	1,539,0	98,09,0
Eastern Bengal	1	11,9	*	..	..	*	233,3	451,6	*
Jodhpur	..	6	13,5	..	..	..	209,9	346,1	21,83,9
Madras and Southern Mahratta	15,2	15,8	*	*Nil*	*Nil*	*Nil*	717,9	1,079,6	*
Nizam's State	*Nil*	1,2	*	*Nil*	5	*	197,4	303,6	*
Rohilkund and Kumaon	*Nil*	*Nil*	4	*Nil*	*Nil*	*Nil*	256,3	301,7	13,78,3
South Indian	47,6	47,6	*	..	..	*	1,016,1	1,095,3	*
Total	94,0	141,3		24,4	27,9		6,199,5	8,283,6	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	3,5	*	..	1	*	164,6	217,4	*
Bombay, Baroda and Central India	..	—	*	..	..	*	88,3	114,5	*
Eastern Bengal	..	..	*	..	..	*	..	1	*
Great Indian Peninsula	..	..	*	..	..	*	56,0	89,0	*
North Western	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	79,8	115,1	*
South Indian	..	..	*	..	..	*	13,6	20,9	*
Total	..	3,5		..	1		402,3	557,0	
Total, 1932-33	309,6	415,2	57,57,4	38,6	45,9	4,14,2	18,008,4	24,327,8	20,24,44,6
Total, 1931-32	300,0	406,5	52,19,2	26,1	28,0	1,99,2	19,650,1	26,355,3	21,89,47,7
Increase	9,6	8,7	5,38,2	12,5	17,9	2,15,0	..	..	..
Decrease	..	..	..	..	..	..	1,641,7	2,027,5	1,65,03,1

*Shown under
†Not recorded.

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1932-33. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Railway.
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
4	5	8,1	17,0	58,1	13,78,4	51,9	62,6	2,79,6	Bengal Nagpur.
5,8	7,9	1,98,8	102,0	112,2	71,04,4	131,6	145,4	10,16,4	Bombay, Baroda and Central India.
8	2,2	24,9	20,9	22,2	5,69,8	25,7	40,3	1,40,2	Eastern Bengal.
6,8	7,7	99,6	72,6	100,5	24,70,1	158,3	191,7	8,53,8	East Indian.
5,3	6,1	60,9	116,4	167,0	45,15,7	108,5	146,8	9,64,7	Great Indian Peninsula.
1,6	2,7	1,78,3	25,0	59,5	15,93,3	15,6	49,7	4,24,7	Madras and Southern Mahratta.
5	5	11,4	1,9	17,5	4,23,7	5,6	7,7	70,0	Nizam's State.
28,6	29,5	2,35,7	64,5	111,5	33,53,9	129,3	183,7	7,76,0	North Western.
8,6	9,6	2,18,5	22,1	32,1	10,29,1	6,3	12,1	1,94,2	South Indian.
58,4	66,7		442,4	680,6		632,8	840,0		Total.
									3′ 3⅜″ Gauge.
2,8	2,8	33,8	1,2	6,7	89,0	6,8	7,7	26,1	Assam Bengal.
†	†	†	21,9	48,4	9,74,6	39,4	40,2	2,19,5	Bengal and North Western.
10,9	12,9	*	70,8	111,9	*	16,9	22,6	*	Bombay, Baroda and Central India.
25,3	25,3	1,12,1	16,8	16,8	4,67,7	73,8	73,8	4,12,4	Burma.
4	6	*	9	14,7	*	7,6	13,3	*	Eastern Bengal.
18,9	19,0	1,47,6	1,0	11,1	1,70,0	7,1	8,2	43,0	Jodhpur.
12,4	13,7	*	18,9	38,1	*	42,9	49,9	*	Madras and Southern Mahratta.
8	8	*	3,4	8,2	*	2,6	2,7	*	Nizam's State.
6	7	4,0	2,4	11,2	90,5	5,4	5,8	24,2	Rohilkund and Kumaon.
10,7	12,1	*	35,0	43,4	*	20,8	23,8	*	South Indian.
82,8	87,9		172,3	310,5		223,3	248,0		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	2,5	6,9	*	4,1	5,2	*	Bengal Nagpur.
1,8	4,3	*	3	1,1	*	1,7	1,9	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
2	2	*	5	2,6	*	5	1,3	*	Great Indian Peninsula.
Nil	1	*	1	3,7	*	1,7	3,5	*	North Western.
..	..	*	1	4	*	9	9	*	South Indian.
2,1	4,7		3,5	14,8		8,9	12,8		Total.
143,3	159,3	13,33,7	618,2	1,005,9	2,42,30,2	865,0	1,100,8	54,44,8	Total, 1932-33.
104,4	121,0	12,03,4	600,9	957,2	2,34,10,6	805,6	1,036,8	50,42,2	Total, 1931-32.
38,9	38,3	1,30,3	17,3	48,7	8,19,6	59,4	64,0	4,02,6	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* **Class I**

III. Light

Railway.	(4) *Fruits and vegetables, fresh.*			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	17,4	45,3	6,90,4	3,5	26,2	3,57,9	10,1	32,9	3,47,2
Bombay, Baroda and Central India	27,5	37,2	7,29,3	4,7	54,9	26,64,6	..	..	..
Eastern Bengal	13,7	41,8	5,39,4	7,2	13,4	3,70,3	279,6	668,0	98,81,0
East Indian	151,0	200,2	16,84,5	202,3	221,1	18,35,9	16,6	49,9	3,46,8
Great Indian Peninsula	78,5	101,4	9,85,5	32,1	157,5	18,82,0	..	..	..
Madras and Southern Mahratta	60,1	98,3	11,91,1	33,8	47,3	10,91,8	..	..	..
Nizam's State	2,0	8,1	1,30,7	6	6,4	1,51,8	..	1	7
North Western	105,0	120,4	14,19,3	208,7	287,8	26,93,6	1	4	5,2
South Indian	54,1	58,0	10,35,8	7,7	9,5	3,40,0	..	..	1,2
Total	509,3	710,7		500,6	824,1		306,4	751,3	
3′ 3½″ Gauge.									
Assam Bengal	16,1	22,1	1,74,4	3,8	11,3	70,6	100,1	104,7	6,23,7
Bengal and North Western	1,032,1	1,039,0	14,71,3	117,4	141,2	10,77,7	†	†	†
Bombay, Baroda and Central India	26,7	39,0	*	4,5	169,9	*	..	..	*
Burma	132,6	132,6	12,75,6	21,5	21,5	2,92,1	*Nil*	*Nil*	*Nil*
Eastern Bengal	6,6	51,1	*	2,2	42,7	*	404,6	431,2	*
Jodhpur	1,7	5,1	36,1	4	14,1	1,21,6	..	1	4
Madras and Southern Mahratta	31,6	40,0	*	73,6	81,6	*	..	..	*
Nizam's State	2,4	4,4	*	6	8,9	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	95,4	95,7	1,44,5	88,7	88,9	5,33,8	†	†	†
South Indian	67,7	88,9	*	24,7	29,5	*	1	1	*
Total	1,412,9	1,517,9		337,4	609,6		504,8	536,1	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,8	3,4	*	6	4,0	*	..	..	*
Bombay, Baroda and Central India	4	1,5	*	2	2,5	*	..	..	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	1	5	*	10,2	13,3	*	..	..	*
North Western	12,7	14,5	*	6	4,9	*	*Nil*	*Nil*	*Nil*
South Indian	6	1,5	*	6	6	*	..	..	*
Total	15,6	21,4		12,2	25,3		..	..	
Total, 1932-33	1,937,8	2,250,0	1,15,07,9	850,2	1,459,0	1,34,83,7	811,2	1,287,4	1,12,06,2
Total, 1931-32	1,466,7	1,809,9	1,11,05,0	834,6	1,393,0	1,24,67,5	704,2	1,101,1	98,92,7
Increase	471,1	440,1	4,02,9	15,6	66,0	10,16,2	107,0	186,3	13,13,5
Decrease	..	..	..	..	..	..	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

† Not recorded.

Railways and the earnings therefrom for the year 1932-33. (In hundreds)—contd.

Merchandise—*contd.*

(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			Railway.
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
434,5	450,4	23,77,9	16,9	19,5	3,24,8	Bengal-Nagpur.
77,9	96,3	23,87,3	51,9	52,2	11,18,7	Bombay, Baroda and Central India.
23,6	67,7	5,14,7	67,5	69,4	7,26,8	Eastern Bengal.
176,3	323,2	41,03,3	9,5	59,9	11,23,6	East Indian.
104,6	209,4	29,04,4	55,2	56,5	11,48,9	Great Indian Peninsula.
48,7	98,6	15,11,0	23,9	24,4	5,96,8	Madras and Southern Mahratta.
2,6	26,3	3,85,6	1,6	4,3	92,8	Nizam's State.
126,0	179,4	35,64,4	39,5	41,4	9,30,3	North Western.
3,9	17,8	6,21,6	3,2	16,9	3,75,8	South Indian.
998,1	1,469,1		269,2	344,5		Total.
						3′ 3¾″ Gauge.
14,9	19,5	2,53,6	72,5	78,6	10,64,4	Assam Bengal.
22,3	68,8	7,58,0	1,3	4,6	47,8	Bengal and North Western.
13,8	74,6	*	2,1	21,7	*	Bombay, Baroda and Central India.
22,4	22,4	2,93,5	26,5	26,5	3,36,8	Burma.
4,4	17,9	*	7,7	42,9	*	Eastern Bengal.
1,6	12,7	2,16,7	1	5,4	1,13,6	Jodhpur.
14,3	56,1	*	23,2	30,3	*	Madras and Southern Mahratta.
2,5	11,2	*	2	3,9	*	Nizam's State.
3,4	12,7	70,9	2,0	4,3	21,4	Rohilkund and Kumaon.
43,4	51,0	*	30,9	31,0	*	South Indian.
143,0	346,9		166,5	249,2		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,9	8,3	*	1,0	4,1	*	Bengal-Nagpur.
6	3,5	*	2	2,5	*	Bombay, Baroda and Central India.
..	1	*	..	..	*	Eastern Bengal.
1,2	3,0	*	1,8	4,5	*	Great Indian Peninsula.
9	4,5	*	1	2,0	*	North Western.
1	6	*	1	1,0	*	South Indian.
4,7	20,0		3,2	14,1		Total.
1,145,8	1,836,0	1,99,62,9	438,9	607,8	80,22,5	Total, 1932-33.
1,097,2	1,704,3	1,81,38,6	622,1	882,8	1,09,70,5	Total, 1931-32.
48,6	131,7	18,24,3	..	..	..	Increase.
..	..	..	183,2	275,0	29,48,0	Decrease.

5′ 6″ gauge.
ganges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III.—Light

Railway.	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	3,0	3,0	49,4	10,6	31,5	6,74,8
Bombay, Baroda and Central India	6,0	6,0	2,16,4	34,7	36,7	9,33,8
Eastern Bengal	2,2	12,6	2,68,9	11,1	26,2	6,75,8
East Indian	3,8	8,3	2,07,5	24,8	49,7	9,78,9
Great Indian Peninsula	7,5	7,9	1,63,6	9,1	34,9	7,73,5
Madras and Southern Mahratta	3,4	3,5	1;35,2	26,0	46,1	9,86,0
Nizam's State	6	1,2	37,8	9	4,8	1,39,5
North Western	9,7	9,8	2,09,3	23,6	31,3	6,74,3
South Indian	1,9	3,3	1,27,5	16,9	19,2	4,66,6
Total	38,1	55,6		157,7	280,4	
33′′′/8 Gauge.*						
Assam Bengal	2,4	2,5	34,2	2,0	7,9	1,08,4
Bengal and North Western	5	5	5,4	40,0	42,5	5,90,2
Bombay, Baroda and Central India	4,3	5,5	*	8,4	21,9	*
Burma	6,7	6,7	1,79,8	12,4	12,4	1,71,5
Eastern Bengal	6	11,8	*	18,8	33,1	*
Jodhpur	1	8	27,4	4	3,6	63,8
Madras and Southern Mahratta	3,2	5,0	*	22,6	26,5	*
Nizam's State	1	1,0	*	1,6	3,1	*
Rohilkund and Kumaon	5	6	4,7	1,9	3,0	32,4
South Indian	5,6	6,1	*	10,2	18,5	*
Total	24,0	40,5		118,3	172,5	
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	4	5	*	1,6	5,1	*
Bombay, Baroda and Central India	..	2	*	1	3	*
Eastern Bengal	..	..	*	..	2	*
Great Indian Peninsula	..	2	*	..	6	*
North Western	5	1,0	*	1	1,0	*
South Indian	..	1	*	..	1,0	*
Total	9	2,0		1,8	8,2	
Total, 1932-33	63,0	98,1	16,67,1	277,8	461,1	72,69,5
Total, 1931-32	85,6	152,9	26,28,2	269,9	442,1	67,83,4
Increase	..	..	..	7,9	19,0	4,86,1
Decrease	22,6	54,8	9,61,1	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1932-33. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
60,7	107,2	18,72,4	9,3	11,5	58,0	635,3	848,7	84,18,9	Bengal-Nagpur.
79,3	110,8	26,15,1	..	..	..	521,4	659,6	1,89,84,8	Bombay, Baroda and Central India.
27,5	88,4	25,06,4	3,4	4,1	31,0	483,2	1,056,3	1,62,49,2	Eastern Bengal.
77,6	134,3	30,68,1	11,1	16,3	1,25,6	910,7	1,362,8	1,68,97,7	East Indian.
113,0	194,7	33,86,0	28,8	49,4	2,14,3	659,0	1,131,6	1,69,99,5	Great Indian Peninsula.
65,3	135,8	28,46,6	19,8	23,2	96,0	323,2	589,1	1,06,50,8	Madras and Southern Mahratta.
7,9	26,3	4,95,9	16,2	21,4	1,49,2	40,4	124,6	20,89,1	Nizam's State.
73,3	96,3	25,56,1	5,3	5,6	19,5	813,6	1,097,1	1,64,37,6	North Western.
81,9	115,5	28,01,1	8,2	18,1	2,30,6	214,8	312,1	74,42,0	South Indian.
586,5	1,009,3		102,1	149,6		4,601,6	7,181,9		Total.
									3′ 3½″ Gauge.
98,4	125,7	23,02,5	5,4	8,1	1,01,6	326,4	397,6	48,82,3	Assam Bengal.
70,5	86,2	10,27,1	4,4	5,4	32,3	1,349,8	1,476,8	62,03,9	Bengal and North Western.
27,4	68,2	*	..	..	*	185,8	548,2	*	Bombay, Baroda and Central India.
90,2	90,2	19,26,7	2,6	2,6	9,4	430,8	430,8	54,77,6	Burma.
32,1	106,8	*	4	3,3	*	486,3	769,4	*	Eastern Bengal.
3,8	14,0	1,76,5	6	6	7	35,7	94,7	11,17,4	Jodhpur.
71,9	113,2	*	2,4	5,4	*	317,0	459,8	*	Madras and Southern Mahratta.
6,0	13,6	*	8,1	8,2	*	28,3	66,0	*	Nizam's State.
4,3	7,2	56,3	3	3	1,2	204,9	230,4	9,83,9	Rohilkund and Kumaon.
108,2	152,6	*	24,2	38,4	*	381,5	495,4	*	South Indian.
512,8	777,7		48,4	72,3		3,746,5	4,969,1		Total.
									2′ 6″ and 2′ 0″ Gauges.
7,3	13,6	*	..	2	*	21,3	51,4	*	Bengal-Nagpur.
3,8	5,8	*	..	..	*	9,1	23,6	*	Bombay, Baroda and Central India.
1,6	1,6	*	..	..	*	1,6	2,0	*	Eastern Bengal.
4	4,1	*	..	4,6	*	14,9	34,9	*	Great Indian Peninsula.
4,1	6,8	*	*Nil*	*Nil*	*Nil*	20,8	42,0	*	North Western.
8,2	9,6	*	4	5	*	11,0	16,2	*	South Indian.
25,4	41,5		4	5,3		78,7	170,1		Total.
1,124,7	1,828,5	2,76,36,8	150,9	227,2	10,69,4	8,426,8	12,321,1	13,28,34,7	Total, 1932-33
1,130,8	1,865,1	2,82,77,3	114,8	185,2	9,16,3	7,836,8	11,651,4	13,08,17,5	Total, 1931-32.
..	..	..	36,1	42,0	1,53,1	590,0	669,7	20,17,2	Increase.
6,1	36,6	6,40,5	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	989,0	1,135,8	78,51,8	4,105,3	4,661,8	3,10,81,3	7	3,4	47,7
Bombay, Baroda and Central India.	555,5	685,9	1,23,58,5	2,016,6	2,758,4	5,57,59,6	1,3	2,3	81,5
Eastern Bengal	255,2	386,4	21,65,0	1,131,6	1,959,3	2,29,63,5	4,7	6,7	23,0
East Indian	1,139,4	1,580,5	1,40,72,1	4,014,8	5,902,7	5,53,03,9	46,2	78,9	6,13,8
Great Indian Peninsula	1,333,5	1,572,3	1,29,79,0	3,732,1	5,486,9	6,70,08,4	39,9	65,4	6,49,2
Madras and Southern Mahratta	255,2	534,3	80,52,5	1,106,9	2,013,8	3,74,69,4	1,0	4,2	55,0
Nizam's State	42,4	108,1	15,28,2	358,9	701,4	94,85,1	1,2	11,2	74,8
North Western	989,3	1,244,6	1,80,69,2	4,689,8	5,632,2	7,12,67,7	211,3	245,4	13,77,0
South Indian	154,2	308,1	51,62,6	565,9	1,108,6	2,30,35,5	1	1,2	22,4
Total	5,713,7	7,556,0		21,721,9	30,225,1		306,4	418,7	
3′ 3⅜″ Gauge.									
Assam Bengal	59,9	86,9	8,05,8	661,3	813,3	83,00,3	5	1,4	4,7
Bengal and North Western	191,2	313,5	22,40,4	2,476,0	3,158,8	1,79,39,6	2,8	2,9	12,0
Bombay, Baroda and Central India.	180,2	428,9	*	1,185,6	2,446,5	*	1,9	7,5	*
Burma	372,3	372,3	39,71,2	2,342,1	2,342,1	1,92,57,8	6,1	6,1	40,6
Eastern Bengal	35,7	107,2	*	755,3	1,328,2	*	..	1,4	*
Jodhpur	40,6	74,6	7,01,3	286,2	515,4	46,02,6	..	6	10,7
Madras and Southern Mahratta	185,6	299,0	*	1,220,5	1,838,4	*	6	2,8	*
Nizam's State	28,3	50,0	*	254,0	419,6	*	2,5	3,7	*
Rohilkund and Kumaon	61,6	91,5	3,85,8	522,8	623,6	27,48,0	11,9	12,6	44,0
South Indian	237,6	313,0	*	1,635,2	1,903,7	*	2	9	*
Total	1,393,0	2,136,9		11,339,0	15,389,6		26,5	39,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	70,2	86,8	*	256,1	355,6	*	2	5	*
Bombay, Baroda and Central India.	14,3	22,0	*	111,7	160,1	*	..	..	*
Eastern Bengal	1	1	*	1,7	2,2	*	..	..	*
Great Indian Peninsula	3,5	10,6	*	74,4	134,5	*	..	..	*
North Western	46,0	94,0	*	146,6	251,1	*	11,4	25,8	*
South Indian	5,8	7,9	*	30,4	45,0	*	..	..	*
Total	139,9	221,4		620,9	948,5		11,6	26,3	
Total, 1932-33	7,246,6	9,914,3	9,03,43,4	33,681,8	46,563,2	42,56,22,7	344,5	484,9	30,56,4
Total, 1931-32	7,501,3	10,305,4	9,23,92,3	34,988,2	48,312,0	44,21,57,5	266,6	400,3	27,23,8
Increase	..	..	..	..	..	..	77,9	84,6	3,32,6
Decrease	254,7	391,1	20,48,9	1,306,4	1,748,8	1,65,34,8	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1932-33. (*In hundreds*)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
6,6	7,4	93,4	175,2	184,0	6,09,5	698,6	698,4	17,24,7	Bengal-Nagpur.
31,0	45,5	20,88,2	172,5	183,3	1,95,4	15,8	173,4	10,08,5	Bombay, Baroda and Central India.
6	7	40,4	193,3	198,0	4,75,1	3,8	241,7	6,71,7	Eastern Bengal.
19,9	32,6	13,24,1	766,0	778,2	10,28,7	1,372,4	1,372,4	47,14,7	East Indian.
16,2	17,7	3,48,3	565,0	576,0	6,06,3	275,8	704,6	27,85,5	Great Indian Peninsula.
7,3	7,6	2,70,6	61,5	95,2	3,14,9	79,5	370,1	13,19,3	Madras and Southern Mahratta.
Nil	3	24,0	66,6	77,0	1,37,6	145,3	145,3	3,51,1	Nizam's State.
29,9	30,3	4,44,2	1,717,0	1,721,1	10,10,2	53,8	945,3	40,96,7	North Western.
1,4	2,0	73,2	105,3	111,6	98,8	28,4	97,4	3,25,7	South Indian.
112,9	144,1		3,822,4	3,924,4		2,673,4	4,748,6		Total.
									3′ 3⅜″ Gauge.
1,2	1,3	23,8	266,7	270,0	1,96,4	51,6	76,9	1,11,0	Assam Bengal.
5,4	7,0	1,06,5	38.4	39,3	45,7	37,6	239,7	4,91,5	Bengal and North Western.
23,6	26,9	*	72,1	84,5	*	9,1	211,4	*	Bombay, Baroda and Central India.
10,4	10,4	3,57,8	60,1	60,1	84,3	213,9	213,9	5,04,4	Burma.
3	2,1	*	60,4	64,8	*	7,2	97,1	*	Eastern Bengal.
1,2	1,4	20,0	68,2	78,6	90,1	2,1	42,3	1,00,0	Jodhpur.
4,9	5,2	*	12,6	29,8	*	145,7	149,3	*	Madras and Southern Mahratta.
7	7	*	24,5	26,1	*	3	36,0	*	Nizam's State.
7	9	8,7	103,1	104,1	2,65,3	44,8	44,8	14,4	Rohilkund and Kumaon.
1,6	1,9	*	272,0	273,9	*	176,4	176,4	*	South Indian.
50,0	57,8		978,1	1,031,2		688,7	1,287,8		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	6,1	6,1	*	46,2	46,2	*	Bengal-Nagpur.
1	1	*	12,2	13,3	*	2	5	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	9,3	9,3	*	..	..	*	Great Indian Peninsula.
3	4	*	10,7	12,4	*	18,2	18,3	*	North Western.
..	..	*	..	..	*	2	2	*	South Indian.
5	6		38,3	41,1		64,8	65,2		Total.
163,4	202,5	52,23,2	4,838,8	4,996,7	51,58,3	3,426,9	6,161,6	1,82,19,2	Total, 1932-33.
164,5	200,3	51,82,3	5,802,2	6,081,1	72,46,9	3,619,5	6,320,5	1,69,96,1	Total, 1931-32.
..	2,2	40,9	..	..	..	..	..	12,23,1	Increase.
1,1	..	..	963,4	1,084,4	20,88,6	192,6	218,9	..	Decrease.

5′ 6″ gauge
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1932-33.* (*In hundreds*)—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	608,5	610,0	3,62,1	1,307,1	1,308,4	20,86,8	10,881,9	12,021,7	4,75,44,0
Bombay, Baroda and Central India.	309,9	314,4	5,09,1	325,7	487,8	15,17,6	2,669,9	3,956,4	6,25,66,9
Eastern Bengal	160,9	185,1	5,10,5	164,7	426,8	11,82,2	1,523,8	3,815,6	2,77,07,4
East Indian	729,9	813,4	9,79,9	2,102,3	2,185,8	56,94,6	15,974,8	19,220,1	11,31,49,0
Great Indian Peninsula	1,023,2	1,023,2	4,78,7	1,299,0	1,727,8	32,64,2	6,520,7	9,499,9	7,85,37,7
Madras and Southern Mahratta	225,2	227,2	2,75,5	304,7	597,3	15,94,8	1,617,9	3,147,5	4,25,99,1
Nizam's State	38,2	38,6	61,1	183,5	183,9	4,12,2	1,251,8	1,620,9	1,27,94,9
North Western	1,355,0	1,377,7	11,17,4	1,408,8	2,323,0	52,14,1	8,554,6	11,263,4	8,36,66,6
South Indian	365,8	373,6	2,41,7	394,2	471,0	5,67,4	1,102,5	1,753,1	2,45,14,8
Total	4,816,6	4,963,2		7,490,0	9,711,8		50,097,9	66,298,6	
5′ 3½″ Gauge.									
Assam Bengal	96,6	97,9	1,21,1	148,2	174,8	2,32,1	1,116,0	1,391,2	91,53,9
Bengal and North Western	145,9	159,4	1,96,0	183,5	399,1	6,87,5	2,776,5	3,987,2	1,99,50,4
Bombay, Baroda and Central India.	147,5	159,0	*	156,6	370,4	*	1,490,1	3,186,8	*
Burma	686,8	686,8	4,58,2	900,7	900,7	9,62,6	3,448,5	3,448,5	2,16,92,0
Eastern Bengal	112,8	122,7	*	120,0	219,8	*	938,5	1,890,1	*
Jodhpur	183,5	185,2	59,2	185,6	227,5	1,59,2	547,0	840,3	43,51,0
Madras and Southern Mahratta	136,0	139,6	*	281,7	288,9	*	1,634,0	2,336,6	*
Nizam's State	45,1	45,9	*	45,4	81,9	*	338,5	605,5	*
Rohilkund and Kumaon	66,0	66,0	38,3	110,8	110,8	52,7	928,4	1,050,9	34,93,7
South Indian	599,4	611,3	*	775,8	787,7	*	2,805,7	3,096,7	*
Total	2,219,6	2,273,8		2,908,3	3,561,6		16,023,2	21,833,8	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	93,4	95,7	*	139,6	141,9	*	484,9	607,1	*
Bombay, Baroda and Central India.	11,9	12,6	*	12,1	13,1	*	157,2	212,5	*
Eastern Bengal	1,7	1,8	*	1,7	1,8	*	3,4	4,0	*
Great Indian Peninsula	..	..	*	..	..	*	84,1	154,1	*
North Western	56,3	62,8	*	74,5	81,1	*	277,9	424,3	*
Sougth Indian	1,0	1,1	*	1,2	1,3	*	33,9	48,6	*
Total	164,3	174,0		229,1	239,2		1,041,4	1,450,6	
Total, 1932-33	7,200,5	7,411,0	54,08,8	10,627,4	13,512,6	2,36,28,0	67,162,5	89,583,0	55,17,21,4
Total, 1931-32	7,800,2	8,067,3	60,86,9	11,419,7	14,387,8	2,30,83,0	71,063,8	94,247,8	56,87,14,3
Increase	..	..	..	..	..	545,0	..	..	..
Decrease	599,7	656,3	6,78,1	792,3	875,2	..	3,901,3	4,664,8	1,69,92,9

* Shown under 5′ 6″ gauge.

‡ In these totals consignments passing over two or more gauges or railways are considered as two or more separate consignments.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1932-33.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—Administrative and Executive Officers.			*A. I (2).—Subordinate Supervising Staff.			*A. I (3).—Office Staff.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	8,75,447	332·5	1·86	6,16,897	234·3	1·31	5,81,243	220·8	1·24
Bombay, Baroda and Central India	3,44,639	196·3	0·97	3,53,731	201·4	0·99	3,94,983	224·9	1·11
Eastern Bengal	2,49,659	182·3	0·89	2,98,358	217·8	1·06	3,01,189	219·9	1·07
East Indian	9,11,941	149·6	0·80	10,36,840	170·0	0·90	8,93,554	146·5	0·78
Great Indian Peninsula	10,47,902	214·6	1·11	8,06,774	165·0	0·86	8,11,886	166·0	0·86
Madras and Southern Mahratta	3,20,647	213·8	1·47	2,07,725	138·5	0 95	2,15,820	143·9	0·99
Nizam's State	1,03,794	193·4	1·61	77,563	144·5	1·21	70,715	131·8	1·10
North Western	11,32,920	141·2	0·99	13,30,083	165·8	1·17	8,61,905	107·4	0·76
South Indian	1,14,692	157·8	1·16	98,132	135·0	1·00	92,113	126·7	0·94
3′ 3¾″ Gauge.									
Assam-Bengal	2,78,911	321·8	2·30	1,39,569	161·0	1·15	1,47,237	169·9	1·21
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,41,775	195·8	1·23	3,23,289	185·3	1·17	3,15,743	180·9	1·14
Burma	4,05,718	218·9	1·49	3,88,404	209·5	1·42	3,01,887	162·8	1·11
Eastern Bengal	1,28,577	150·7	0·89	1,22,302	143·3	0·85	1,45,085	170·0	1·00
Jodhpur	88,409	137·1	1·69	40,891	63·4	0·78	41,258	64·0	0·79
Madras and Southern Mahratta	2,91,717	177·8	1·45	2,36,458	144·1	1·17	1,64,085	100·0	0·81
Nizam's State	96,283	218·2	1·90	63,299	143·4	1·25	57,816	131·0	1·14
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	3,87,516	219·3	1·79	3,08,647	174·7	1·43	2,91,397	164·9	1·35
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	77,805	124·3	2·04	1,04,754	167·4	2·75	54,196	86·6	1·42
Bombay, Baroda and Central India	18,308	127·9	2·07	10,429	72·9	1·18	7,410	51·8	0·84
Eastern Bengal	1,287	48·6	0·96	1,251	47·2	0·93	517	19·5	0·38
Great Indian Peninsula	..	..	..	(a) 632	(a) 23·0	(a) 0·55	(a) 81	(a) 3·00	(a) 0·69
North Western	1,08,843	189·0	1·79	1,24,199	215·6	2·05	83,533	145·0	1·38
South Indian	20,704	337·9	4·98	10,370	169·2	2·50	13,525	220·7	3·25

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
(a) Figures for Darwha Pusad Railway only.

Class I Railways for the year 1932-33.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(a)—Track—Ordinary repairs and maintenance.			†A. II-1 (b) and A. II 3.—Bridges, tunnels and conservancy of rivers. *A. II-1(c).—Bridges—Ordinary repairs and maintenance.			*A. II-1 (d).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
20,37,589	*773·9	4·33	26,97,053	*1,024·4	5·74	*4,14,722	*241·9	0·88	3,40,882	‡	0·73	B. N.
10,97,580	*625·0	3·07	17,54,038	*998·9	4·91	*1,01,135	‡	0·28	1,70,308	130·5	0·48	B. B. & C. I.
10,01,666	*731·2	3·56	13,32,876	*973·0	4·74	*1,85,018	*310·3	0·66	2,08,108	4·52	0·74	E. B.
‖33,61,205	*551·2	2·93	45,31,250	*743·1	3·95	*¶2,79,509	*64·1	0·25	**8,83,533	5·32	0·77	E. I.
27,06,574	*554·0	2·87	38,88,953	*796·0	4·13	*1,80,808	*78·0	0·19	3,44,400	3·08	0·37	G. I. P.
8,35,570	*557·1	3·83	12,51,983	*834·8	5·73	*78,578	*6,911·0	0·36	90,398	91·3	0·41	M. & S. M.
2,81,339	*524·3	4·39	4,21,258	*785·0	6·57	*8,781	*27·9	0·14	18,950	‡	0·29	N. S.
37,86,915	*472·1	3·32	65,01,765	*810·5	5·69	*2,75,672	*46·2	0·24	8,97,239	5·41	0·79	N. W.
3,71,154	*510·5	3·77	3,80,078	*522·8	3·86	*¶22,810	*52·4	0·23	22,750	2·09	0·23	S. I.
												3′ 3⅜″ Gauge.
5,51,418	*636·3	4·55	11,79,196	*1,360·6	9·73	*84,868	*105·5	0·70	83,665	‡	0·69	A. B.
6,26,623	(e) †238·1	4·25	18,04,297	(f) †685·5	12·2	†1,32,559	(i) †50·4	0·89	‡	‡	‡	B. & N. W.
9,64,277	*552·6	3·48	15,57,161	*892·2	5·62	*58,578	*53·4	0·21	1,26,212	3·42	0·46	B. B. & C. I.
11,78,031	*635·5	4·32	20,40,462	*1,100·7	7·48	*1,20,933	*97·4	0·44	1,24,381	4·27	0·46	Burma.
4,94,062	*578·9	3·42	8,50,083	*996·1	5·88	*45,950	*36·3	0·32	57,987	2·96	0·40	E. B.
1,76,407	*273·5	3·37	4,21,064	*652·8	8·05	*12,028	*62·9	0·23	19,132	2·59	0·37	Jodhpur.
7,77,322	*473·8	3·85	16,22,918	*989·2	8·05	*91,385	*7,322·5	0·45	57,689	99·3	0·29	M. & S. M.
2,40,550	*545·1	4·75	3,97,443	*900·6	7·85	*23,337	*75·3	0·46	14,970	‡	0·30	N. S.
1,15,488	(g) †169·6	3·82	2,48,408	(h) †364·8	8·24	†49,215	(j)†72·3	1·63	‡	‡	‡	R. & K.
11,67,287	*660·6	5·40	11,02,191	*623·7	5·10	*¶71,332	*52·6	0·33	99,461	2·14	0·46	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,31,304	*369·6	6·07	5,34,786	*854·5	14·0	¶35,202	*76·4	0·92	24,892	‡	0·65	B. N.
35,649	*249·1	4·04	1,17,285	*819·4	13·3	*4,128	‡	0·47	2,117	‡	0·24	B. B. & C. I.
3,922	*148·0	2·92	14,667	*553·5	10·9	*78	*17·2	0·06	1,910	10·6	1·42	E. B.
14,448	*86·6	2·61	(a)77,822	(a)*2,779·0	(a) 67·2	(a) *357	(a) *13·0	(a)0·31	(a) 388	(a) 2·08	(a)0·33	G. I. P.
3,56,166	*618·3	5·87	5,65,496	*981·8	9·31	*27,033	*51·7	0·45	46,861	8·79	0·77	N. W.
48,582	*792·8	11·7	40,786	*665·6	9·82	*¶819	*30·6	0·20	1,596	6·40	0·38	S. I.

‡ Information not available.
‖ Excludes expenditure on Provident Fund bonus and gratuities.
** Includes expenditure on electric power stations and sub-stations.
¶ Includes expenditure on tunnels.

	Per mile of line maintained. Rs.	Per train mile. As.
(e)	296·8	1.24
(f)	854·5	3·57
(g)	202·3	1·13
(h)	435·2	2·43
(i)	62·8	0·26
(j)	86·2	0·48

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (*f*).—RESIDENTIAL BUILDINGS—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (*g*).—SIGNALS AND INTERLOCKING—ORDINARY REPAIRS AND MAINTENANCE.			*A II 1 (*b*), (*e*), (*h*), (*i*), (*j*) AND (*k*).—OTHER ITEMS—ORDINARY REPAIRS AND MAINTENANCE.	
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	
Bengal Nagpur	6,54,823	‡	1·39	6,15,764	116·5	1·31	3,66,012	0·78
Bombay, Baroda and Central India	1,58,069	121·1	0·44	2,95,870	33·2	0·83	97,160	0·27
Eastern Bengal	2,73,593	5·50	0·97	4,90,210	95·7	1·74	2,91,863	1·04
East Indian	7,48,412	3·13	0·65	4,38,793	23·3	0·38	(*b*) 4,40,995	0·39
Great Indian Peninsula	5,51,943	5·14	0·59	4,98,556	39·0	0·53	21,96,346	2·33
Madras and Southern Mahratta	1,10,260	111·4	0·51	1,45,994	21·9	0·67	1,93,796	0·89
Nizam's State	39,524	‡	0·62	15,914	14·5	0·25	96,415	1·50
North Western	7,13,915	3·00	0·63	6,42,556	39·1	0·56	4,29,664	0·38
South Indian	18,552	1·53	0·19	65,190	33·9	0·66	92,119	0·96
3′ 3½″ GAUGE.								
Assam-Bengal	2,39,870	‡	1·98	39,623	67·6	0·33	1,16,501	0·96
Bengal and North Western	1,09,629	‡	0·74	‡	‡	‡	5,86,023	3·98
Bombay, Baroda and Central India	1,66,458	2·40	0·60	1,55,512	27·0	0·56	87,308	0·31
Burma	2,33,200	5·08	0·85	1,54,659	57·9	0·57	1,82,385	0·66
Eastern Bengal	1,18,744	5·65	0·82	8,880	5·46	0·06	1,42,985	0·99
Jodhpur	34,454	3·46	0·66	8,959	5·74	0·17	23,051	0·44
Madras and Southern Mahratta	69,225	119·1	0·34	1,02,745	26·7	0·51	1,39,678	0·69
Nizam's State	41,223	‡	0·82	9,236	11·3	0·18	80,560	1·59
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	(*c*)72,869	2·42
South Indian	1,18,586	2·40	0·55	1,65,088	32·7	0·76	2,70,212	1·25
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	28,079	‡	0·74	20,155	1,832·3	0·53	60,548	1·59
Bombay, Baroda and Central India	2,068	‡	0·23	..	..	..	1,042	0·12
Eastern Bengal	1,829	3·83	1·36	159	..	0·12	1,556	1·16
Great Indian Peninsula	(*a*)519	(*a*)1·27	(*a*)0·45	..	..	..	..	..
North Western	41,200	3·19	0·68	20,730	40·6	0·34	21,393	0·35
South Indian	1,298	3·28	0·31	3,089	123·6	0·74	5,478	1·32

(*a*) Figures for Darwha Pusad Railway only.
(*b*) Represents expenditure on Station Machinery, shore connections at ferries and miscellaneous.
(*c*) Represents other structural works —A..III (c) to (g) according to the form prior to 1931-32.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

STRUCTURAL WORKS—*contd.*

*A. III—All items, total ordinary repairs and maintenance—excluding credits.			*A.II 2—Special repairs and maintenance (excluding credits).		A. II—Total repairs and maintenance (excluding credits).			A IV.—Total Replacement and Renewal. Appropriation to Depreciation Reserve Fund.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G	
33	34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
50,89,256	1,933·1	10·8	..	..	50,89,256	*1,933·1	10·8	15,91,747	*604·6	3·39	B. N.
25,99,047	1,480·0	7·28	90,798	0·25	28,33,395	*1,613·5	7·94	17,43,305	*992·8	4·88	B. B. & C. I.
27,49,196	2,006·9	9·78	42,727	0·15	30,89,902	*2,255·6	11·0	33,61,102	*2,453·5	12·0	E. B.
88,44,850	1,450·6	7·72	‡	‡	88,44,850	*1,450·6	7·72	1,21,89,102	*1,999·0	10·6	E. I.
76,61,006	1,569·0	8·14	14,74,742	1·57	91,35,748	*1,870·5	9·71	98,02,052	*2,006·9	10·4	G. I. P.
18,71,009	1,247·6	8·57	6,756	0·03	20,03,211	*1,335·7	9·17	9,98,377	*665·7	4·57	M. & S. M.
6,00,842	1,119·7	9·37	27,271	0·42	6,28,113	*1,170·5	9·79	5,46,818	*1,019·0	8·52	N
94,60,811	1,179·4	8·29	5,80,288	0·51	1,13,56,921	*1,415·7	9·95	1,88,73,897	*2,352·8	16·5	N. W.
6,03,499	830·1	6·13	1,22,467	1·24	7,25,966	*908·6	7·37	11,28,647	*1,552·5	11·5	S. I.
											3′ 3½″ Gauge.
17,43,723	2,012·0	14·4	11,252	0·09	18,67,007	*2,154·3	15·4	9,21,620	*1,063·4	7·60	A. B.
§19,727	§(*m*)	§0·13	‡	‡	26,52,235	†1,007·6 (*e*)	18·0	**	**	**	B. & N. W.
21,51,229	1,232·7	7·76	2,91,474	1·05	24,42,703	*1,399·7	8·81	14,77,315	*846·5	5·33	B. B. & C. I.
28,56,020	1,540·5	10·5	1,82,017	0·67	35,79,379	*1,930·9	13·1	31,18,500	*1,682·2	11·4	Burma.
12,03,329	1,410·0	8·33	1,23,862	0·86	13,74,859	*1,611·0	9·51	19,71,844	*2,310·6	13·6	E. B.
5,14,015	796·9	9·82	31,580	0·60	5,85,369	*907·5	11·2	4,30,910	*668·1	8·23	Jodhpur.
20,83,640	1,270·1	10·3	1,59,307	0·75	24,67,254	*1,503·9	12·2	22,28,000	*1,358·1	11·0	M. & S. M.
5,66,769	1,284·3	11·2	—46,709	—0·92	5,20,059	*1,178·4	10·3	3,18,536	*721·8	6·29	N. S.
§8,230	§(*n*)	§0·27	‡	‡	4,41,825	†648·8 (*g*)	14·7	2,66,770	(*h*)†391·7	8·85	R. & K.
18,26,870	1,033·9	8·45	2,01,839	0·93	20,28,709	*1,148·1	9·38	13,93,431	*788·6	6·44	S. I.
											2′ 6″ and 2′ 0″ Gauges.
7,03,662	1,124·3	18·5	..	..	7,03,662	*1,124·3	18·5	2,56,328	*409·6	6·73	B. N.
1,26,542	884·0	14·4	5,228	0·59	1,35,359	*940·7	15·3	41,431	*289·4	4·69	B. B. & C. I.
26,199	762·2	15·0	1,071	0·79	20,896	*788·5	15·5	24,310	*917·4	18·1	E. B.
1,81,763	1,088·9	32·8	..	..	(*a*) 80,578	*2,878·0 (*a*)	(*a*) 69·5	..	..	..	G. I. P.
7,22,713	1,254·7	11·9	84,932	1·40	8,54,499	*1,483·5	14·1	10,86,883	*1,887·0	17·9	N. W.
53,066	866·0	12·8	..	..	53,066	*866·0	12·8	19,303	*315·0	4·65	S. I.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.
§ Represents equipment—A-II 2 according to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(*m*) 9·35	7·49	0·04
(*n*) 14·4	12·1	0·08
(*e*) 1,256·1	..	5·25
(*g*) 774·1	..	4·33
(*h*) 467·4	..	2·61

** Included in the respective heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—(TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a)	
	Total amount.	†Per mile of track including sidings. *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
45	46	47	48	49	50	51	52	53	54	55
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	87,18,592	*3,311·6	18·6	13,41,821	1·44	0·19	1·99	2·86	16,44,855	1·77
Bombay, Baroda and Central India.	56,74,280	*3,231·3	15·9	6,22,586	1·31	0·18	1·60	1·74	9,05,268	1·90
Eastern Bengal	74,52,670	*5,440·3	26·5	6,57,504	1·44	0·24	1·93	2·34	4,96,196	1·12
East Indian	2,43,95,157	*4,000·9	21·3	29,38,861	1·28	0·16	1·67	2·56	32,99,799	1·44
Great Indian Peninsula	(b) 2,16,44,374	*4,431·5	23·0	17,45,250	1·48	0·20	1·76	1·85	19,75,618	1·67
Madras and Southern Mahratta	38,37,158	*2,558·5	17·6	5,95,776	1·30	0·19	1·55	2·73	7,98,052	1·75
Nizam's State	14,56,270	*2,713·7	22·7	1,54,466	1·12	0·16	1·37	2·41	1,97,273	1·44
North Western	3,40,17,733	*4,240·6	29·8	20,06,718	1·21	0·17	1·52	1·76	34,64,422	2·10
South Indian	22,25,767	*3,061·6	22·6	2,37,562	0·96	0·21	1·15	2·41	2,83,081	1·12
3′ 3¾″ GAUGE.										
Assam-Bengal	33,40,045	*3,853·9	27·6	2,94,014	1·10	0·28	1·38	2·43	3,46,320	1·29
Bengal and North Western	32,78,858	(f) †1,245·7	22·2	3,21,800	0·48	0·14	0·64	2·18	**	**
Bombay, Baroda and Central India.	48,84,295	*2,798·8	17·6	9,19,123	1·49	0·36	1·79	3·32	9,54,520	1·55
Burma	78,75,910	*4,248·6	28·8	7,75,622	1·51	0·35	1·84	2·84	6,11,516	1·19
Eastern Bengal	38,40,765	*4,500·5	26·6	2,69,525	0·96	0·23	1·28	1·87	2,63,489	1·12
Jodhpur	11,92,686	*1,849·1	22·8	1,18,128	0·92	0·23	1·19	2·26	1,74,698	1·35
Madras and Southern Mahratta	54,72,576	*3,335·8	27·1	4,73,231	0·90	0·24	1·05	2·34	5,62,647	1·07
Nizam's State	10,79,146	*2,445·3	21·3	1,30,611	1·12	0·31	1·43	2·58	1,53,374	1·44
Rohilkund and Kumaon	8,22,701	(i) †1,208·0	27·3	87,856	0·70	0·22	0·86	2·92	**	**
South Indian	45,89,427	*2,597·2	21·2	5,81,625	0·96	0·30	1·10	2·69	6,66,080	1·12
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	11,91,294	*1,903·5	31·3	89,083	0·69	0·29	0·87	2·34	1,75,365	1·36
Bombay, Baroda and Central India.	2,12,439	*1,479·2	24·1	11,992	0·45	0·32	0·47	1·35	48,352	1·80
Eastern Bengal	49,128	*1,853·9	36·5	653	0·16	0·12	0·10	0·49	3,123	0·48
Great Indian Peninsula	(a)80,578	(a) *2,878·0	(a)69·5	875	0·03	0·02	0·03	0·16	**	**
North Western	22,97,548	*3,988·8	37·8	1,23,423	1·44	0·74	1·79	2·05	2,23,678	2·61
South Indian	1,20,951	*1,973·7	29·1	11,385	1·12	0·64	1·11	2·74	17,060	1·60

(a) Figures for Darwha Pusad Railway only.
(b) Does not include a credit of Rs. 12,00,389 on account of released material.
* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
(f) 1,552·8	..	(f) 6·49
(i) 1,441·4	..	(i) 8·06

** Included under workshop repairs.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (*a*)].			Locomotives—(*b*) Workshop Repairs [B. II.-1 (*b*)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
56	57	58	59	60	61	62	63	64
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·24	2·44	3·50	25,21,466	2·71	0·37	3·75	5·36	B. N.
0·26	2·33	2·54	12,86,121	2·69	0·37	3·31	3·60	B. B. & C. I.
0·19	1·46	1·77	9,56,557	2·24	0·36	2·81	3·40	E. B.
0·18	1·88	2·87	47,79,086	2·08	0·25	2·72	4·17	E. I.
0·23	2·00	2·10	27,22,027	2·30	0·31	2·75	2·89	G. I. P.
0·25	2·08	3·66	12,34,762	2·71	0·38	3·21	5·65	M. & S. M.
0·20	1·75	3·08	3,04,795	2·08	0·32	2·71	4·75	N. S.
0·30	2·63	3·04	31,35,585	1·90	0·27	2·38	2·75	N. W.
0·25	1·37	2·88	3,75,200	1·60	0·33	1·82	3·81	S. I.
								3′ 3¾″ Gauge.
0·33	1·63	2·86	2,50,878	0·94	0·24	1·18	2·07	A. B.
**	**	**	†10,86,279	†1·76	†0·47	†2·15	†7·37	B. & N. W.
0·37	1·86	3·44	12,97,203	2·10	0·50	2·53	4·68	B. B. & C. I.
0·28	1·45	2·24	6,81,693	1·32	0·31	1·62	2·49	Burma.
0·23	1·25	1·82	3,93,088	1·44	0·34	1·86	2·72	E. B.
0·34	1·75	3·34	1,78,487	1·39	0·35	1·79	3·41	Jodhpur.
0·28	1·25	2·79	7,67,166	1·46	0·38	1·71	3·81	M. & S. M.
0·37	1·67	3·03	2,76,494	2·56	0·66	3·02	5·46	N. S.
**	**	**	‡1,55,382	‡1·24	‡0·40	‡1·52	‡5·15	R. & K.
0·34	1·26	3·08	7,27,538	1·28	0·38	1·38	3·37	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·58	1·72	4·60	2,36,065	1·83	0·78	2·31	6·20	B. N.
1·31	1·91	5·48	92,300	3·43	2·50	3·64	10·4	B. B. & C. I.
0·56	0·46	2·32	5,718	0·80	1·02	0·84	4·25	E. B.
**	**	**	§75,005	§2·33	§1·28	§2·53	§13·5	G. I. P.
1·34	3·24	3·72	1,05,254	1·23	0·63	1·52	1·75	N. W.
0·95	1·67	4·11	12,618	1·12	0·71	1·23	3·03	S. I.

† Includes running Repairs and Renewals.

‡ Includes running Repairs.

§ Includes figures for Rail motors and running Repairs.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	Equipment (B. II. 3).					Total Ordinary Repairs and		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	5,66,208	0·61	0·08	0·84	1·20	46,60,489	5·01	0·68
Bombay, Baroda and Central India	1,55,586	0·33	0·04	0·40	0·43	22,20,542	4·65	0·63
Eastern Bengal	2,02,338	0·48	0·07	0·52	0·71	16,44,599	3·84	0·61
East Indian	6,50,844	0·32	0·03	0·37	0·57	86,51,243	3·84	0·45
Great Indian Peninsula	3,90,476	0·33	0·04	0·40	0·42	51,86,647	4·38	0·59
Madras and Southern Mahratta	3,82,432	0·84	0·12	0·99	1·75	23,42,842	5·14	0·73
Nizam's State	6,959	0·00	0·01	0·06	0·11	5,09,104	3·52	0·53
North Western	6,61,319	0·40	0·06	0·50	0·58	72,61,399	4·40	0·63
South Indian	7,212	0·00	0·01	0·04	0·07	6,65,522	2·72	0·59
3′ 3½″ Gauge.								
Assam-Bengal	1,07,395	0·40	0·10	0·50	0·89	6,77,147	2·53	0·65
Bengal and North-Western	44,689	0·00	0·01	0·09	0·30	*11,30,968	*1·76	*0·48
Bombay, Baroda and Central India	2,85,034	0·46	0·11	0·56	1·03	24,74,868	4·01	0·96
Burma	76,048	0·15	0·03	0·18	0·28	13,29,098	2·58	0·60
Eastern Bengal	95,900	0·32	0·08	0·45	0·66	7,46,009	2·88	0·64
Jodhpur	11,022	0·08	0·02	0·11	0·21	3,67,060	2·84	0·72
Madras and Southern Mahratta	1,78,194	0·34	0·09	0·40	0·88	14,53,429	2·76	0·72
Nizam's State	4,540	0·00	0·01	0·05	0·09	4,34,548	4·00	1·04
Rohilkund and Kumaon	13,638	0·11	0·03	0·13	0·45	1,69,020	1·35	0·43
South Indian	1,46,418	0·16	0·08	0·28	0·68	15,43,124	2·56	0·80
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	12,788	0·10	0·04	0·13	0·34	4,17,053	3·23	1·37
Bombay, Baroda and Central India	100	0·00	0·00	0·00	0·01	1,46,652	5·45	3·98
Eastern Bengal	241	0·00	0·04	0·04	0·18	8,997	1·28	1·60
Great Indian Peninsula	307	0·01	0·01	0·01	0·05	73,917	2·30	1·27
North-Western	35,680	0·42	0·21	0·52	0·59	3,93,915	4·59	2·36
South Indian	193	0·00	0·01	0·02	0·05	29,871	2·72	1·67

* Includes Replacement

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel.—(B.III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
74	75	76	77	78	79	80	81	82	83	84	85	86
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5' 6" Gauge.
6·92	9·91	32,93,795	3·54	0·47	4·89	7·01	37,52,449	4·03	0·54	5·58	7·98	B. N.
5·71	6·22	22,63,686	4·75	0·64	5·82	6·34	43,67,261	9·15	1·24	11·2	12·2	B. B. & C. I.
4·83	5·85	12,36,490	2·88	0·46	3·62	4·40	20,38,918	4·64	0·76	5·98	7·25	E. B.
4·92	7·55	67,25,705	2·88	0·35	3·82	5·87	88,11,298	3·84	0·47	5·01	7·69	E. I.
5·24	5·51	54,31,137	4·58	0·62	5·49	5·77	90,85,904	7·67	1·03	9·18	9·66	G. I. P.
6·09	10·7	14,89,742	3·27	0·46	3·87	6·82	37,26,627	8·17	1·16	9·70	17·1	M. & S. M.
4·52	7·94	3,45,063	2·40	0·36	3·07	5·38	5,64,309	4·00	0·58	5·02	8·79	N. S.
5·50	6·36	59,16,282	3·58	0·51	4·48	5·18	1,53,91,798	9·31	1·34	11·7	13·5	N. W.
3·23	6·76	6,39,455	2·56	0·56	3·09	6·50	21,82,645	8·80	1·93	10·6	22·2	S. I.
												3' 3¾" Gauge.
3·18	5·59	4,28,567	1·60	0·41	2·01	3·54	13,01,731	4·87	1·24	6·11	10·7	A. B.
*2·24	*7·67	5,72,260	0·80	0·25	1·13	3·83	14,91,384	2·40	0·65	2·95	10·1	B. & N. W.
4·83	8·93	21,76,260	3·53	0·85	4·24	7·85	35,83,200	5·81	1·39	6·98	12·9	B. B. & C. I.
3·15	4·87	15,88,232	3·09	0·71	3·77	5·81	31,71,900	6·16	1·45	7·52	11·6	Burma.
3·53	5·16	5,73,081	2·24	0·49	2·72	3·97	11,73,250	4·64	1·01	5·56	8·12	E. B.
3·68	7·01	1,95,669	1·52	0·39	1·97	3·74	6,03,050	4·68	1·20	6·06	11·5	Jodhpur.
3·24	7·21	14,24,192	2·70	0·71	3·17	7·06	24,82,163	4·71	1·24	5·53	12·3	M. & S. M.
4·74	8·58	2,69,988	2·40	0·64	2·95	5·32	4,99,651	4·64	1·19	5·45	9·87	N. S.
1·65	5·60	1,15,937	0·93	0·30	1·14	3·84	4,58,997	3·66	1·17	4·50	15·2	R. & K.
2·92	7·14	18,41,885	3·04	0·95	3·49	8·52	26,99,476	4·48	1·40	5·11	12·5	S. I.
												2' 6" & 2' 0" Gauges.
4·09	11·0	2,66,671	2·06	0·88	2·61	7·00	3,87,267	2·99	1·28	3·80	10·2	B. N.
5·78	16·6	52,379	1·95	1·42	2·06	5·93	1,00,238	3·72	2·72	3·95	11·4	B. B. & C. I.
1·33	6·68	17,597	2·40	3·13	2·58	13·1	8,797	1·28	1·57	1·30	6·53	E. B.
2·49	13·3	59,896	1·87	1·03	2·02	10·8	58,215	1·81	1·00	1·96	10·5	G. I. P.
5·70	6·55	3,46,753	4·04	2·08	5·01	5·77	7,93,377	9·24	4·75	11·5	13·2	N. W.
2·92	7·19	36,391	3·36	2·02	3·56	8·75	80,697	7·36	4·49	7·90	19·4	S. I.

and Renewals.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	per 1,000 gross ton miles.
87	88	89	90	91	92	93	94	95
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	4,95,862	0·53	0·07	0·73	1·06	72,74,428	7·81	1·05
Bombay, Baroda and Central India	3,24,450	0·68	0·09	0·84	0·91	68,31,242	14·3	1·94
Eastern Bengal	2,09,687	0·48	0·08	0·62	0·75	33,53,492	7·68	1·25
East Indian	12,92,701	0·64	0·07	0·73	1·13	1,77,40,400	7·84	0·94
Great Indian Peninsula	10,81,898	0·91	0·12	1·09	1·15	1,52,97,108	12·9	1·74
Madras and Southern Mahratta	3,14,902	0·69	0·10	0·82	1·44	53,14,147	11·7	1·66
Nizam's State	88,417	0·64	0·09	0·78	1·37	10,74,862	7·68	1·11
North Western	14,44,428	0·87	0·13	1·09	1·27	2,13,10,995	12·9	1·85
South Indian	1,55,955	0·64	0·14	0·75	1·58	30,39,901	12·3	2·69
3′ 3½″ GAUGE.								
Assam Bengal	1,27,920	0·47	0·12	0·60	1·05	18,37,549	6·87	1·75 *
Bengal and North Western	2,52,089	0·48	0·11	0·50	1·70	27,71,297	4·48	1·21
Bombay, Baroda and Central India	3,09,191	0·50	0·12	0·61	1·11	59,19,930	9·60	2·30
Burma	3,51,287	0·68	0·15	0·83	1·29	50,29,630	9·77	2·28
Eastern Bengal	92,644	0·32	0·08	0·44	0·64	18,09,374	7·04	1·56
Jodhpur	1,31,419	1·03	0·27	1·33	2·51	9,39,335	7·30	1·87
Madras and Southern Mahratta	3,08,614	0·59	0·15	0·69	1·53	40,68,959	7·72	2·03
Nizam's State	80,516	0·64	0·19	0·88	1·59	8,69,926	7·84	2·07
Rohilkund and Kumaon	67,450	0·53	0·17	0·66	2·24	6,60,528	5·27	1·69
South Indian	2,81,708	0·48	0·15	0·53	1·31	48,47,186	8·16	2·50
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	86,627	0·67	0·29	0·85	2·27	7,26,996	5·62	2·40
Bombay, Baroda and Central India	16,358	0·61	0·44	0·64	1·85	1,73,637	6·43	4·71
Eastern Bengal	2,805	0·48	0·50	0·42	2·08	28,443	4·00	5·06
Great Indian Peninsula	*23,205	*0·72	*0·40	*0 78	*4·19	1,39,027	4·33	2·39
North Western	81,350	0·95	0·49	1·18	1·35	12,42,413	14·5	7·44
South Indian	7,636	0·80	0·43	0·74	1·84	1,25,121	11·5	6·97

* Includes expenditure on Rail Motors.

Class 1 Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

POWER—*concld.*

(B. III.)		Total Replacement and Renewal Appropriation to Depreciation Reserve Fund B. IV.					Total Maintenance and Supply of Locomotive Power—(Total Abstract B).					
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
96	97	98	99	100	101	102	103	104	105	106	107	108
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
10·8	15·5	—11,246	—0·01	—0·00	—0·02	—0·03	1,32,65,492	14·3	1·92	19·7	28·2	B. N.
17·6	19·1	3,99,862	0·84	0·11	1·03	1·12	1,00,74,232	21·1	2·86	25·9	28·2	B. B. & C. I.
9·84	11·9	10,61,355	2·40	0·40	3·11	3·77	66,88,680	15·2	2·49	19·6	23·8	E. B.
10·1	15·5	37,83,381	1·60	0·20	2·15	3·30	3,31,13,885	14·6	1·75	18·8	28·9	E. I.
15·5	16·3	29,19,629	2·45	0·33	2·95	3·10	2,51,48,634	21·2	2·86	25·4	26·7	G. I. P.
13·8	24·4	3,06,206	0·67	0·10	0·80	1·40	85,58,971	18·8	2·68	22·2	39·2	M. & S. M.
9·55	16·8	1,45,436	0·96	0·15	1·29	2·27	18,83,868	13·3	1·95	16·7	29·4	N. S.
16·2	18·7	32,74,999	1·98	0·29	2·48	2·87	3,38,54,111	20·5	2·94	25·7	29·7	N. W.
14·7	30·9	2,49,395	0·96	0·22	1·21	2·53	41,98,873	17·0	3·72	20·4	42·7	S. I.
												3′ 3½″ Gauge.
8·62	15·2	1,52,250	0·57	0·15	0·71	1·26	29,60,960	11·1	2·83	13·9	24·4	A. B.
5·49	18·7	†	†	†	†	†	42,26,072	6·72	1·83	8·37	28·6	B. & N. W.
11·5	21·4	2,10,751	0·34	0·08	0·41	0·76	95,24,672	15·4	3·70	18·5	34·4	B. B. & C. I.
11·9	18·4	8,10,860	1·58	0·37	1·92	2·98	79,45,210	15·4	3·60	18·8	29·1	Burma.
8·57	12·5	5,33,696	2·08	0·46	2·53	3·69	33,51,205	13·0	2·88	15·9	23·2	E. B.
9·44	18·0	17,502	0·14	0·04	0·18	0·33	14,42,025	11·2	2·86	14·5	27·6	Jodhpur.
9·07	20·2	9,10,064	1·73	0·45	2·08	4·51	69,05,683	13·1	3·44	15·4	34·2	M. & S. M.
9·50	17·2	80,555	0·80	0·19	0·88	1·59	15,15,640	13·8	3·61	16·6	29·9	N. S.
6·47	21·9	—522	—0·00	—0·00	—0·01	—0·02	9,15,600	7·31	2·34	8·97	30·4	R. & K.
9·17	22·4	1,76,956	0·32	0·09	0·34	0·81	71,77,128	12·0	3·71	13·6	33·2	S. I.
												2′ 6″ & 2′ 0″ Gauges.
7·13	19·1	—3,333	—0·03	—0·01	—0·03	—0·09	12,29,799	9·51	4·05	12·1	32·3	B. N.
6·84	19·7	50,006	1·85	1·36	1·97	5·66	3,82,287	14·2	10·4	15·1	43·3	B. B. & C. I.
4·19	21·1	4,443	0·64	0·79	0·65	3·30	42,536	6·08	7·57	6·27	31·6	E. B.
4·69	25·1	..	..	..	..	..	2,13,819	6·66	3·68	7·21	38·6	G. I. P.
18·0	20·7	1,55,491	1·81	0·93	2·25	2·59	19,15,242	21·1	11·4	25·8	31·6	N. W.
12·3	30·1	—1,223	—0·16	—0·07	—0·12	—0·29	1,65,207	15·2	9·21	16·2	39·8	S. I.

† Included in the respective heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.
109	110	111	112	113	114	115
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,46,694	1·49	0·66	0·95	4,00,753	5·09
Bombay, Baroda and Central India	2,98,333	1·76	0·77	0·84	3,08,858	4·68
Eastern Bengal	3,43,470	2·60	1·01	1·22	1,27,220	1·77
East Indian	11,54,058	1·33	0·66	1·01	5,39,964	1·90
Great Indian Peninsula	7,69,920	1·70	0·68	0·82	4,89,457	2·69
Madras and Southern Mahratta	2,57,363	1·89	0·67	1·18	1,26,075	2·23
Nizam's State	68,859	1·73	0·61	1·08	11,108	0·85
North Western	9,69,315	1·78	0·73	0·85	5,03,670	2·12
South Indian	72,614	1·37	0·35	0·74	33,725	1·15
3′ 3⅜″ Gauge.						
Assam-Bengal	1,15,433	1·28	0·54	0·95	43,378	1·01
Bengal and North Western	1,20,094	0·64	0·24	0·81	**	**
Bombay, Baroda and Central India	4,70,904	2·20	0·92	1·70	1,99,499	2·14
Burma	2,98,754	1·75	0·71	1·09	90,725	1·21
Eastern Bengal	1,52,192	1·49	0·72	1·05	1,20,779	2·64
Jodhpur	97,375	2·10	0·98	1·86	18,732	1·05
Madras and Southern Mahratta	1,43,479	0·98	0·32	0·71	58,104	1·04
Nizam's State	54,078	2·01	0·59	1·07	7,256	0·61
Rohilkund and Kumaon	32,672	1·11	0·32	1·08	**	**
South Indian	2,00,520	1·23	0·38	0·93	92,063	0·97
2′ 6″ and 2′ 0″ Gauges.						
Bengal-Nagpur	30,060	0·84	0·30	0·79	41,531	2·07
Bombay, Baroda and Central India	3,503	0·69	0·14	0·40	11,630	3·60
Eastern Bengal	636	0·58	0·09	0·47	1,834	1·85
Great Indian Peninsula	..	..	..	..	**	**
North Western	35,139	2·06	0·47	0·58	17,568	2·15
South Indian	3,604	1·34	0·35	0·87	4,132	2·10

** Included in Workshop Repairs.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

AND WAGON STOCK.

Running repairs—[C. II-1 (*a*)].		Coaching vehicles—(*b*) workshop repairs—[C. II-1 (*b*)].				Goods vehicles—(*a*) running repairs—[C. II-3 (*a*)].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
116	117	118	119	120	121	122	123	124	125	126
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·60	0·85	12,16,714	15·5	1·81	2·59	10,52,059	4·75	1·56	2·24	B. N.
0·79	0·87	13,90,276	21·0	3·58	3·89	5,44,268	5·26	1·40	1·53	B. B. & C. I.
0·37	0·46	6,07,360	8·46	1·78	2·16	1,72,054	2·84	0·51	0·61	E. B.
0·31	0·47	29,66,577	10·4	1·69	2·59	16,61,901	2·86	0·94	1·45	E. I.
0·43	0·52	25,61,541	14·1	2·28	2·73	12,06,760	4·45	1·07	1·28	G. I. P.
0·33	0·58	6,18,417	10·9	1·61	2·83	1,88,806	2·37	0·49	0·87	M. & S. M.
0·10	0·18	1,79,033	13·6	1·59	2·79	86,002	3·23	0·77	1·34	N. S.
0·38	0·44	23,27,078	9·79	1·76	2·04	12,04,616	3·93	0·91	1·05	N. W.
0·17	0·34	1,50,037	5·11	0·73	1·53	17,185	0·73	0·08	0·17	S. I.
										3′3½″ Gauge.
0·21	0·35	3,39,149	7·90	1·59	2·80	72,907	1·55	0·34	0·60	A. B.
**	**	*4,98,203	*2·67	*0·99	*3·38	**	**	**	**	B. & N. W.
0·39	0·72	10,58,182	11·3	2·06	3·82	2,29,776	1·89	0·45	0·83	B. B. & C. I.
0·22	0·33	4,00,486	5·33	0·94	1·47	1,36,300	1·42	0·32	0·50	Burma.
0·57	0·84	4,88,905	10·7	2·32	3·38	96,697	1·71	0·46	0·67	E. B.
0·19	0·36	1,80,414	10·2	1·81	3·45	31,543	1·09	0·32	0·60	Jodhpur.
0·13	0·29	5,52,049	9·85	1·23	2·74	1,01,905	1·12	0·23	0·50	M. & S. M.
0·08	0·14	1,68,623	14·3	1·84	3·33	27,777	1·84	0·30	0·55	N. S.
**	**	†1,06,242	†7·49	†1·04	†3·53	**	**	**	**	R. & K.
0·17	0·43	4,41,942	4·65	0·83	2·05	46,463	0·68	0·09	0·22	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·41	1·09	1,52,604	7·61	1·50	4·00	37,309	2·35	0·36	0·98	B. N.
0·46	1·32	5,168	1·60	0·20	0·59	42,646	23·4	1·68	4·83	B. B. & C. I.
0·27	1·36	3,375	3·41	0·50	2·50	222	1·92	0·03	0·17	E. B.
**	**	§21,605	§3·43	§0·73	§3·90	‡	‡	‡	‡	G. I. P.
0·24	0·29	1,04,948	12·9	1·42	1·73	51,291	5·78	0·69	0·84	N. W
0·40	1·00	402	0·21	0·04	0·09	1,211	1·69	0·12	0·29	S. I.

* Includes Running Repairs and Renewals.
† Includes Running Repairs.
‡ Included under Coaching Vehicles.
§ Includes Running Repairs and figures for Goods Vehicles.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	GOODS VEHICLES—(*b*) WORKSHOP REPAIRS—[C. II.-3 (*b*)].				EQUIPMENT—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
127	128	129	130	131	132	133	134
5′6″ GAUGE.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	16,57,966	7·49	2·46	3·53	1,53,998	0·51	0·23
Bombay, Baroda and Central India	6,63,099	6·41	1·71	1·86	1,15,152	0·68	0·30
Eastern Bengal	5,04,114	8·32	1·48	1·79	85,958	0·65	0·25
East Indian	25,68,842	4·43	1·46	2·24	4,56,167	0·53	0·26
Great Indian Peninsula	11,22,169	4·14	1·00	1·19	2,61,921	0·58	0·23
Madras and Southern Mahratta	4,43,189	5·57	1·15	2·03	69,128	0·51	0·18
Nizam's State	2,12,515	7·97	1·89	3·31	3,736	0·10	0·03
North Western	18,91,789	6·17	1·43	1·66	3,77,001	0·69	0·29
South Indian	65,544	2·79	0·32	0·67	2,158	0·04	0·01
3′3¾″ GAUGE.							
Assam-Bengal	2,40,984	5·12	1·13	1·99	9,668	0·11	0·05
Bengal and North Western	*7,71,275	*4·14	*1·53	*5·23	21,771	0·12	0·04
Bombay, Baroda and Central India	5,73,652	4·74	1·12	2·07	1,27,210	0·59	0·25
Burma	4,54,255	4·73	1·08	1·67	69,633	0·41	0·17
Eastern Bengal	2,24,330	3·96	1·06	1·55	18,871	0·19	0·09
Jodhpur	1,34,072	4·67	1·35	2·56	9,651	0·20	0·09
Madras and Southern Mahratta	2,72,031	3·00	0·60	1·35	27,054	0·18	0·06
Nizam's State	84,964	5·62	0·93	1·68	2,851	0·11	0·03
Rohilkund and Kumaon	‡55,248	‡3·62	‡0·54	‡1·83	5,183	0·18	0·05
South Indian	1,34,910	1·97	0·25	0·62	48,984	0·30	0·10
2′6″ AND 2′0″ GAUGES.							
Bengal-Nagpur	70,041	4·40	0·69	1·84	1,474	0·04	0·01
Bombay, Baroda and Central India	3,295	1·81	0·13	0·37	21	0·00	0·00
Eastern Bengal	101	0·87	0·01	0·08	2	0·00	0·00
Great Indian Peninsula	§	§	§	§	42	0·01	0·00
North Western	64,066	7·22	0·86	1·06	12,629	0·74	0·17
South Indian	162	0·23	0·02	0·04	64	0·02	0·01

* Includes Running Repairs and Renewals.
§ Included under coaching vehicles.
‡Includes Running Repairs.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown a earnings.

AND WAGON STOCK—*contd.*

(C. II-5).	Total Ordinary Repairs and Maintenance—(C. II).			Operating Expenses—(C-III).				
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
135	136	137	138	139	140	141	142	143	144
	Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·33	45,83,028	15·3	6·81	9·75	6,52,793	2·18	0·97	1·39	B. N.
0·32	28,04,352	16·6	7·21	7·86	4,41,362	2·60	1·14	1·24	B. B. & C. I.
0·30	14,31,150	10·8	4·20	5·09	3,19,436	2·41	0·94	1·14	E. B.
0·40	86,23,850	9·97	4·90	7·52	16,41,385	1·90	0·93	1·43	E. I.
0·28	58,04,035	12·8	5·16	6·17	14,86,911	3·28	1·32	1·58	G. I. P.
0·31	13,95,601	10·3	3·63	6·39	1,92,262	1·41	0·50	0·88	M. & S. M.
0·06	4,93,793	12·4	4·39	7·70	36,779	0·92	0·32	0·57	N. S.
0·33	61,30,060	11·3	4·65	5·37	23,01,488	4·23	1·74	2·02	N. W.
0·02	2,69,473	5·10	1·31	2·74	1,15,216	2·18	0·56	1·17	S. I.
									3′ 3⅜″ Gauge.
0·08	6,80,027	7·55	3·19	5·61	1,10,307	1·23	0·52	0·91	A. B.
0·15	12,92,029	6·93	2·56	8·77	1,39,494	0·75	0·27	0·94	B. & N. W.
0·46	21,97,305	10·3	4·28	7·93	3,32,496	1·55	0·65	1·20	B. B. & C. I.
0·26	11,53,118	6·74	2·74	4·23	2,05,506	1·20	0·49	0·75	Burma.
0·13	9,48,055	9·26	4·49	6·56	1,47,703	1·44	0·70	1·02	E. B.
0·19	3,79,268	8·17	3·81	7·25	39,189	0·84	0·39	0·75	Jodhpur.
0·13	10,00,185	6·82	2·23	4·96	1,37,623	0·94	0·31	0·68	M. & S. M.
0·06	2,92,992	10·9	3·20	5·79	48,605	1·80	0·53	0·96	N. S.
0·17	1,66,673	5·65	1·63	5·53	39,852	1·35	0·39	1·32	R. & K.
0·22	7,69,809	4·71	1·45	3·56	3,68,647	2·26	0·69	1·70	S. I.
									2′ 6″ & 2′ 0″ Gauges.
0·04	3,02,322	8·41	2·96	7·93	74,213	2·06	0·73	1·95	B. N.
0·00	61,562	12·2	2·42	6·97	13,895	2·75	0·55	1·57	B. B. & C. I.
0·00	6,304	5·70	0·93	4·69	2,802	2·53	0·41	2·08	E. B.
0·01	21,266	3·38	0·72	3·84	18,984	3·02	0·64	3·43	G. I. P.
0·21	2,65,467	15·6	3·58	4·37	1,18,284	6·95	1·60	1·95	N. W.
0·02	5,971	2·23	0·59	1·44	8,992	3·35	0·88	2·16	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE C.—MAINTENANCE OF CARRIAGE			
	TOTAL — REPLACEMENT AND RENEWAL APPROPRIATION TO DEPRECIATION RESERVE FUND — C-IV.			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
145	146	147	148	149
5′ 6″ GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	3,08,754	1·03	0·46	0·66
Bombay, Baroda and Central India	9,60,150	5·66	2·47	2·69
Eastern Bengal	17,06,985	12·9	5·01	6·07
East Indian	73,29,529	8·47	4·17	6·39
Great Indian Peninsula	48,14,618	10·6	4·28	5·11
Madras and Southern Mahratta	5,04,119	3·70	1·31	2·31
Nizam's State	2,31,562	5·82	2·06	3·61
North Western	56,09,875	10·3	4·25	4·91
South Indian	2,51,706	4·76	1·22	2·55
3′ 3⅜″ GAUGE.				
Assam-Bengal	74,482	0·83	0·35	0·62
Bengal and North-Western	*	*	*	*
Bombay, Baroda and Central India	3,63,563	1·70	0·71	1·31
Burma	13,37,850	7·82	3·17	4·90
Eastern Bengal	9,02,875	8·82	4·28	6·25
Jodhpur	92,665	1·99	0·93	1·77
Madras and Southern Mahratta	5,51,067	3·75	1·22	2·74
Nizam's State	1,25,862	4·67	1·37	2·48
Rohilkund and Kumaon	13,169	0·86	0·13	0·44
South Indian	3,75,769	2·30	0·71	1·74
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal-Nagpur	16,319	0·45	0·16	0·43
Bombay, Baroda and Central India	322	0·06	0·01	0·04
Eastern Bengal	11,740	10·6	1·73	8·72
Great Indian Peninsula	..	..	..	..
North Western	1,95,445	11·5	2·63	3·22
South Indian	2,759	1·03	0·27	0·66

* Included in the respective heads.

Class I Railways for the years 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works—which in previous years were taken as reduction of expenditure and are now shown as earnings.

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
150	151	152	153	154
Rs.	Rs.	As.		5′ 6″ Gauge.
59,91,269	20·0	8·90	12·8	B. N.
45,04,197	26·6	11·6	12·6	B. B. & C. I.
37,91,311	28·6	11·1	13·5	E. B.
1,87,48,822	21·7	10·7	16·4	E. I.
1,28,75,484	28·4	11·4	13·7	G. I. P.
23,49,345	17·3	6·11	10·8	M. & S. M.
8,30,993	20·9	7·38	13·0	N. S.
1,50,10,738	27:6	11·4	13·2	N. W.
7,09,009	13·4	3·44	7·20	S. I.
				3′ 3⅜″ Gauge.
9,80,249	10·9	4·60	8·09	A. B.
15,51,617	8·31	3·07	10·5	B. & N. W.
33,64,268	15·7	6·56	12·1	B. B. & C. I.
29,95,228	17·5	7·11	11·0	Burma.
21,48,791	21·0	10·2	14·9	E. B.
6,08,497	13·0	6·11	11·6	Jodhpur.
18,32,354	12·5	4·08	9·09	M. & S. M.
5,21,537	19·4	5·69	10·3	N. S.
2,52,366	8·56	2·47	8·37	R. & K.
17,14,745	10·5	3·23	7·93	S. I.
				2′ 6″ & 2′ 0″ Gauges.
4,22,914	11·8	4·15	11·1	B. N.
79,282	15·7	3·12	8·98	B. B. & C. I.
21,482	19·4	3·16	16·0	E. B.
40,250	6·40	1·36	7·27	G. I. P.
6,14,335	36·1	8·28	10·1	N. W.
21,326	7·95	2·09	5·13	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C(*a*)—MAINTE

Railway.	General Administration—C(*a*) I.				Sub-station, overhead equipment and transmission lines—ordinary repairs and maintenance [C (*a*) II 1 and 2].				Multiple unit stock [C(*a*) II 3(*a*)*i*+4(*a*)*i*]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
155	156	157	158	159	160	161	162	163	164	165
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	2,84,094	1·54	0·56	0·80	91,461	6·13	0·80	0·25	87,234	5·85
Great Indian Peninsula .	4,07,826	6·04	1·24	0·43	4,57,415	6·76	1·39	0·49	1,18,511	9·62
3′ 3⅜″ Gauge.										
South Indian . . .	75,987	11·7	1·07	0·35	27,014	4·15	0·37	0·12	33,990	5·22

TABLE C(*a*)—MAINTENANCE

Railway.	Electric Locomotives—Workshop Repairs—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				Equipment (other than power station) and other items. [C(*a*) II 5—9].				Total—Ordinary and maintenance [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
177	178	179	180	181	182	183	184	185	186	187
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	8,03,828	5·41	2·13	2·25	9,57,575	5·19
Great Indian Peninsula .	61,409	1·11	0·45	0·07	99,415	1·33	0·28	0·09	13,50,123	20·0
3′ 3⅜″ Gauge.										
South Indian . . .	..	..	..	..	397	0·06	0·01	0·00	79,771	12·3

TABLE C(*a*)—MAINTENANCE

Railway.	Oil, Waste and other Stores. [C(*a*) III 4].				Total Operating Expenses. (C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
199	200	201	202	203	204	205	206	207
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	19,935	1·34	0·18	0·06	18,09,034	9·81	3·60	5·07
Great Indian Peninsula .	1,04,713	4·03	0·68	0·11	50,02,809	74·1	15·2	5·32
3′ 3⅜″ Gauge.								
South Indian . . .	11,321	1·74	0·16	0·05	3,62,585	55·7	5·10	1·68

NOTE.—The figures shown against the B. B. and C. I. and S. I. Railways are only approximates as the original

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

NANCE OF ELECTRIC SERVICE.

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(a) II 3 (b) 1 +4 (b) 1].				Electric Locomotives—Running Repairs—[C (a) II 3(a) ii+4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
166	167	168	169	170	171	172	173	174	175	176
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·77	0·25	..	..	..	..	5,736	0·39	0·05	0·02	B. B. & C. I.
0·62	0·13	4,25,554	34·6	2·21	0·45	2,52,013	4·57	1·86	0·27	G. I. P.
										3′ 3⅜″ Gauge.
0·48	0·16	..	..	..	..	18,370	2·82	0·26	0·09	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(a)III 1].				Electric Current (for traction purposes only). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
188	189	190	191	192	193	194	195	196	197	198
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
1·90	2·68	4,41,181	29·6	3·85	1·24	9,83,500	65·9	8·60	2·75	B. B. & C. I.
4·41	1·44	18,17,283	56·8	11·9	1·93	31,80,961	47·1	9·69	3·38	G. I. P.
										3′ 3⅜″ Gauge.
1·12	0·37	43,207	6·64	0·61	0·20	2,91,577	44·8	4·10	1·35	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Replacement and Renewal Appropriation to Depreciation Reserve Fund [C (a)—IV].				Total Maintenance of Electric Service (Total Abstract C(a)].				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
208	209	210	211	212	213	214	215	216
Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
57,597	0·31	0·11	0·16	31,08,300	16·9	6·17	8·71	B. B. & C. I.
20,73,882	30·7	6·32	2·20	88,34,640	130·8	26·9	9·39	G. I. P.
								3′ 3⅜″ Gauge.
376	0·06	0·01	0·00	5,18,719	79·7	7·30	2·40	S. I.

figures furnished by these Railways have been recast on the lines of the G. I. P. Railway Statement.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES

Railway.	General Administration—(E. I.)			Station
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.
217	218	219	220	221
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur	12,48,119	1·85	2·66	45,73,637
Bombay, Baroda and Central India	7,31,772	1·88	2·05	41,71,541
Eastern Bengal	5,97,370	1·75	2·12	32,94,329
East Indian	23,79,339	1·35	2·08	1,10,85,444
Great Indian Peninsula	17,63,042	1·34	1·87	65,90,745
Madras and Southern Mahratta	3,39,183	0·88	1·55	20,23,465
Nizam's State	1,67,786	1·49	2·61	4,04,663
North Western	18,93,840	1·44	1·66	1,20,75,422
South Indian	1,56,972	0·76	1·59	6,16,640
3′ 3¾″ Gauge.				
Assam-Bengal	3,28,530	1·54	2·71	11,39,676
Bengal and North Western	4,88,169	0·97	3·31	14,44,344
Bombay, Baroda and Central India	5,29,562	1·03	1·91	23,90,028
Burma	5,98,469	1·42	2·19	23,92,220
Eastern Bengal	4,86,821	2·31	3·37	13,45,897
Jodhpur	1,27,412	1·28	2·43	3,05,963
Madras and Southern Mahratta	3,13,333	0·70	1·55	16,96,380
Nizam's State	1,33,644	1·46	2·64	4,06,158
Rohilkund and Kumaon	95,884	0·94	3·18	2,72,823
South Indian	4,51,872	0·75	2·09	18,52,973
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur	72,501	0·71	1·91	3,05,782
Bombay, Baroda and Central India	9,153	0·36	1·04	55,093
Eastern Bengal	977	0·14	0·73	14,947
Great Indian Peninsula	460	0·01	0·08	*70,263
North Western	1,07,041	1·44	1·76	4,18,110
South Indian	11,210	1·10	2·70	24,602

* Includes train and other staff.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

OF TRAFFIC DEPARTMENT.

Staff—E. III. 1 (*b*).		Train Staff including their mileage and overtime—E. III. 1 (*c* & *d*).			
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
222	223	224	225	226	227
As.		Rs.	As.		5′ 6″ Gauge.
6·79	9·73	13,15,376	1·95	2·80	B. N.
10·7	11·7	6,66,312	1·71	1·87	B. B. & C. I.
9·67	11·7	6,27,866	1·84	2·23	E. B.
6·30	9·67	30,46,833	1·73	2·65	E. I.
5·00	7·01	18,00,600	1·36	1·92	G. I. P.
5·26	9·28	4,39,890	1·15	2·01	M. & S. M.
3·60	6·31	1,15,190	1·02	1·80	N. S.
9·15	10·6	22,00,493	1·66	1·92	N. W.
2·99	6·26	1,97,647	0·95	2·01	S. I.
					3′ 3⅜″ Gauge.
5·35	9·40	2,24,855	1·05	1·85	A. B.
2·86	9·79	3,82,627	0·76	2·59	B. & N. W.
4·66	8·62	6,67,899	1·30	2·41	B. B. & C. I.
5·68	8·77	5,04,014	1·19	1·84	Burma.
6·37	9·32	3,04,078	1·44	2·10	E. B.
3·07	5·85	93,370	0·94	1·79	Jodhpur.
3·78	8·41	4,45,000	0·99	2·21	M. & S. M.
4·44	8·03	91,790	1·00	1·81	N. S.
2·67	9·04	56,503	0·55	1·87	R. & K.
3·08	8·57	5,00,149	0·84	2·32	S. I.
					2′ 6″ & 2′ 0″ Gauges.
3·00	8·03	1,03,677	1·02	2·72	B. N.
2·17	6·24	10,085	0·40	1·14	B. B. & C. I.
2·20	11·1	198	0·03	0·15	E. B.
*2·37	*12·7	†	†	†	G. I. P.
5·64	6·89	1,03,965	1·40	1·71	N. W.
2·41	5·92	8,993	0·88	2·17	S. I.

* Includes train and other staff.
† Included under Station Staff.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF

Railway.	OTHER STAFF.—E. III. 1 (*a* & *e*).			FIRES, LIGHTS, GENERAL STORES, WATER FOR STATIONS, SHEDS AND TRAINS AND ALSO WATER FOR TRANSIT—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
228	229	230	231	232	233	234
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,93,666	0·59	0·84	6,41,986	0·95	1·37
Bombay, Baroda and Central India	3,99,947	1·03	1·11	2,26,607	0·58	0·63
Eastern Bengal	3,69,594	1·09	1·32	3,53,140	1·03	1·26
East Indian	11,13,287	0·63	0·97	16,59,575	0·95	1·45
Great Indian Peninsula	9,19,175	0·70	0·97	11,80,866	0·89	1·25
Madras and Southern Mahratta	1,30,423	0·34	0·59	3,82,726	0·99	1·75
Nizam's State	40,512	0·36	0·63	59,017	0·53	0·92
North Western	4,58,745	0·35	0·40	22,09,078	1·68	1·94
South Indian	93,381	0·46	0·95	1,39,760	0·68	1·42
3′ 3¾″ GAUGE.						
Assam-Bengal	1,41,881	0·67	1·17	1,87,271	0·88	1·55
Bengal and North-Western	..	..	..	3,34,011	0·66	2·26
Bombay, Baroda and Central India	3,68,068	0·72	1·33	1,44,728	0·28	0·52
Burma	2,49,476	0·60	0·92	3,45,934	0·82	1·27
Eastern Bengal	1,90,871	0·90	1·32	72,961	0·35	0.51
Jodhpur	30,133	0·30	0·57	1,08,540	1·09	2·07
Madras and Southern Mahratta	1,27,807	0·29	0·63	3,10,259	0·69	1·54
Nizam's State	35,695	0·39	0·73	70,855	0·77	1·40
Rohilkund and Kumaon	16,168	0·16	0·53	79,290	0·78	2·63
South Indian	2,48,118	0·42	1·14	5,29,976	0·88	2·45
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	13,381	0·13	0·35	22,508	0·22	0·59
Bombay, Baroda and Central India	2,045	0·08	0·23	2,593	0·10	0·29
Eastern Bengal	385	0·06	0·28	..	..	..
Great Indian Peninsula	†	†	†	4,982	0·17	0·90
North Western	31,651	0·43	0·52	1,02,481	1·38	1·69
South Indian	7,038	0·69	1·70	1,986	0·19	0·47

† Included under station staff.

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TRAFFIC DEPARTMENT—*contd.*

Clothing—(E.-III-4.)			Stationery forms and tickets—(E.-III-5.)			Compensation for goods, etc., lost or damaged—(E.-III-10.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
235	236	237	238	239	240	241	242	243	244
Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
1,42,545	0·21	0·30	1,83,290	0·27	0·39	14,255	0·02	0·03	B. N.
73,890	0·19	0·21	1,69,330	0·44	0·47	17,353	0·05	0·05	B. B. & C. I.
23,941	0·07	0·09	1,44,007	0·42	0·51	25,815	0·08	0·09	E. B.
7,09,612	0·40	0·62	3,04,275	0·17	0·27	72,983	0·05	0·07	E. I.
74,284	0·06	0·08	2,86,429	0·22	0·30	63,868	0·05	0·07	G. I. P.
28,008	0·07	0·13	1,13,370	0·30	0·52	14,409	0·04	0·07	M. & S. M.
10,669	0·09	0·17	41,078	0·36	0·64	5,578	0·05	0·09	N. S.
2,66,607	0·20	0·23	5,04,277	0·38	0·44	55,540	0·04	0·05	N. W.
9,279	0·04	0·10	98,302	0·48	1·00	3,689	0·02	0·04	S. I.
									3′ 3½″ Gauge.
15,957	0·07	0·13	62,054	0·29	0·51	5,600	0·03	0·05	A. B.
41,902	0·08	0·28	98,151	0·19	0·67	25,866	0·05	0·18	B. & N. W.
60,880	0·12	0·22	93,343	0·18	0·34	13,635	0·03	0·05	B. B. & C. I.
31,667	0·08	0·12	1,24,387	0·29	0·46	9,226	0·02	0·03	Burma.
52,842	0·25	0·37	80,044	0·38	0·55	17,394	0·08	0·12	E. B.
13,505	0·13	0·26	14,251	0·14	0·27	—878	—0·00	—0·01	Jodhpur
31,416	0·07	0·16	1,26,709	0·28	0·63	8,232	0·02	0·04	M. & S. M.
10,831	0·12	0·21	36,943	0·40	0·73	4,321	0·04	0·07	N. S.
4,320	0·04	0·14	27,934	0·28	0·93	1,220	0·01	0·04	R. & K.
25,974	0·04	0·12	2,12,142	0·35	0·98	3,631	0·01	0·02	S. I.
									2′ 6″ & 2′ 0″ Gauges.
10,657	0·11	0·28	4,409	0·04	0·11	..	..	..	B. N.
967	0·04	0·11	8,815	0·35	1·00	254	0·01	0·03	B. B. & C. I.
64	0·01	0·05	188	0·03	0·14	2	0·00	0·00	E. B.
212	0·01	0·04	9	0·00	0·00	..	..	..	G. I. P.
14,774	0·20	0·24	28,681	0·39	0·47	3,577	0·05	0·06	N. W.
284	0·03	0·07	4,089	0·40	0·98	..	..	..	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
245	246	247	248	249	250	251
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	79,30,163	11·8	16·9	92,15,619	13·7	19·6
Bombay, Baroda and Central India	59,41,631	15·3	16·6	67,41,099	17·3	18·8
Eastern Bengal	46,68,255	13·7	16·6	53,49,891	15·7	19·0
East Indian	1,84,49,426	10·5	16·1	2,10,76,122	12·0	18·4
Great Indian Peninsula	1,13,94,185	8·64	12·1	1,32,92,309	10·1	14·1
Madras and Southern Mahratta	29,09,562	7·57	13·3	32,76,236	8·52	15·0
Nizam's State	8,77,969	7·80	13·7	10,46,882	9·30	16·3
North Western	1,51,76,818	11·5	13·3	1,72,34,055	13·1	15·1
South Indian	12,33,609	5·98	12·5	13,97,188	6·77	14·2
3′ 3¾″ GAUGE.						
Assam-Bengal	20,31,795	9·53	16·8	23,76,588	11·1	19·6
Bengal and North-Western	24,93,398	4·93	16·9	29,81,567	5·90	20·2
Bombay, Baroda and Central India	36,79,155	7·17	13·3	42,46,666	8·27	15·3
Burma	37,05,148	8·79	13·6	43,49,988	10·3	15·9
Eastern Bengal	21,43,752	10·2	14·8	26,73,252	12·7	18·5
Jodhpur	7,07,786	7·11	13·5	8,53,907	8·58	16·3
Madras and Southern Mahratta	27,30,597	6·08	13.6	30,57,447	6·81	15·2
Nizam's State	7,27,033	7·94	14·4	8,62,383	9·42	17·0
Rohilkund and Kumaon	3,56,866	3·50	11·8	4,61,192	4·52	15·3
South Indian	34,39,213	5·72	15·9	39,09,560	6·50	18·1
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	4,61,372	4·52	12·1	5,35,509	5·25	14·1
Bombay, Baroda and Central India	1,14,947	4·53	13·0	1,25,758	4·96	14·2
Eastern Bengal	14,772	2·18	11·0	15,881	2·34	11·8
Great Indian Peninsula	87,482	2·95	15·8	88,149	2·97	15·9
North Western	6,38,050	8·60	10·5	7,52,180	10·1	12·4
South Indian	47,278	4·63	11·4	58,939	5·77	14·2

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	254	255	256	257	258	259	260	261	262	263	264
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
3,01,611	0·45	0·64	3,60,682	0·54	0·77	9,12,580	1·36	1·94	4,99,035	0·74	1·06	B. N.
1,87,234	0·48	0·52	2,82,385	0·73	0·79	6,74,103	1·73	1·89	3,92,863	1·01	1·10	B. B. & C. I.
..	..	..	3,64,688	1·07	1·30	6,53,241	1·92	2·32	3,52,483	1·04	1·25	E. B.
..	..	..	4,82,319	0·28	0·43	22,62,868	1·29	1·96	10,89,468	0·62	0·94	E. I.
..	..	..	4,49,199	0·34	0·48	14,63,919	1·11	1·56	8,01,800	0·61	0·85	G. I. P.
1,79,019	0·46	0·82	1,67,508	0·43	0·76	3,98,702	1·04	1·83	1,92,403	0·50	0·88	M. & S. M.
30,538	0·72	1·26	96,988	0·86	1·51	1,74,710	1·55	2·7	82,265	0·73	1·28	N. S.
1,14,643	0·08	0·10	5,83,895	0·44	0·51	21,92,273	1·66	1·92	11,53,203	0·88	1·01	N. W.
87,058	0·42	0·88	76,466	0·37	0·78	2,19,174	1·06	2·23	1,15,601	0·56	1·17	S. I.
												3′ 3½″ Gauge.
1,77,313	0·83	1·46	1,46,226	0·69	1·21	2,81,389	1·32	2·32	64,306	0·44	0·78	*A. B.*
2,32,900	0·46	1·58	95,292	0·19	0·64	4,38,951	0·87	2·98	61,344	0·12	0·42	*B. & N. W.*
2,65,750	0·52	0·96	2,22,650	0·43	0·80	5,31,225	1·04	1·92	2,87,655	0·56	1·04	*B. B. & C. I.*
..	..	..	3,35,172	0·80	1·23	4,53,715	1·08	1·66	1,80,319	0·42	0·66	Burma.
..	..	..	1,88,656	0·89	1·30	3,36,853	1·59	2·33	69,652	0·33	0·48	E. B.
45,752	0·46	0·88	72,709	0·73	1·39	1,73,441	1·74	3·31	72,155	0·72	1·38	Jodhpur.
2,19,121	0·48	1·08	1,34,955	0·30	0·67	3,00,219	0·67	1·49	1,22,162	0·27	0·60	M. & S. M.
64,300	0·70	1·28	77,457	0·85	1·53	1,39,377	1·52	2·75	65,356	0·71	1·29	N. S.
68,533	0·67	2·28	47,470	0·46	1·57	1,27,530	1·25	4·23	18,905	0·18	0·63	R. & K.
2,26,638	0·37	1·05	1,79,845	0·30	0·83	5,25,734	0·87	2·43	3,01,058	0·50	1·39	S. I.
												2′ 6″ & 2′ 0″ Gauges.
59,680	0·98	2·62	18,130	0·18	0·48	46,397	0·45	1·22	24,596	0·24	0·64	B. N.
5,783	0·23	0·65	9,909	0·39	1·12	24,177	0·95	2·74	2,288	0·09	0·26	B. B. & C. I.
..	..	..	813	0·12	0·61	1,455	0·21	1·08	260	0·04	0·19	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
1,745	0·02	0·03	8,539	0·11	0·14	33,769	0·45	0·56	16,849	0·23	0·28	N. W.
8,534	0·83	2·05	1,236	0·12	0·30	5,053	0·49	1·22	2,615	0·26	0·63	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e).]			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g).]		
	Total amount.	Per-train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
265	266	267	268	269	270	271	272	273	274
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	3,98,772	0·59	0·85	3,37,915	0·50	0·72	4,58,895	0·68	0·97
Bombay, Baroda and Central India	2,35,214	0·60	0·66	3,12,603	0·80	0·87	4,37,827	1·13	1·23
Eastern Bengal	3,17,718	0·93	1·13	1,88,208	0·55	0·67	2,96,450	0·87	1·06
East Indian	6,99,236	0·40	0·61	5,53,263	0·32	0·48	8,11,363	0·45	0·71
Great Indian Peninsula	5,97,459	0·45	0·63	10,80,138	0·82	1·15	4,28,601	0·32	0·46
Madras and Southern Mahratta	2,35,700	0·62	1·08	1,92,075	0·50	0·88	2,89,066	0·75	1·33
Nizam's State	87,263	0·77	1·36	72,575	0·64	1·13	1,04,321	0·93	1·63
North Western	5,54,193	0·42	0·49	8,33,244	0·63	0·73	10,38,516	0·79	0·91
South Indian	74,661	0·36	0·76	53,511	0·26	0·54	86,235	0·42	0·88
3′ 3⅜″ Gauge.									
Assam-Bengal	1,78,285	0·84	1·47	89,615	0·42	0·74	1,24,576	0·58	1·03
Bengal and North-Western	1,17,336	0·23	0·80	1,75,510	0·35	1·19	1,15,113	0·23	0·78
Bombay, Baroda and Central India	2,56,226	0·50	0·92	3,09,035	0·60	1·12	4,19,199	0·82	1·51
Burma	3,02,077	0·72	1·11	2,57,559	0·61	0·94	81,482	0·19	0·30
Eastern Benga	62,597	0·30	0·43	62,690	0·30	0·44	39,626	0·19	0·28
Jodhpur	27,689	0·28	0·53	51,279	0·52	0·98	23,807	0·24	0·46
Madras and Southern Mahratta	1,62,352	0·37	0·81	1,68,827	0·37	0·84	2,09,700	0·47	1·04
Nizam's State	74,414	0·81	1·47	58,097	0·64	1·15	1,21,223	1·32	2 39
Rohilkund and Kumaon	27,385	0·27	0·91	30,253	0·30	1·00	36,612	0·36	1·21
South Indian	1,71,297	0·29	0·79	1,29,662	0·22	0·60	2,54,955	0·43	1·18
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	44,783	0·44	1·17	14,831	0·14	0·39	25,054	0·25	0·66
Bombay, Baroda and Central India	765	0·03	0·09	2,808	0·11	0·32	14,220	0·56	1·61
Eastern Bengal	56	0·01	0·04	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	433	0·01	0·08	1,256	0·04	0·22
North Western	30,086	0·41	0·49	20,710	0·28	0·34	59,254	0·80	0·18
South Indian	3,152	0·31	0·76	1,721	0·17	0·41	9,944	0·97	2·39

Class I Railways for the year 1932-33—contd.

Depreciation Reserve Fund/Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Replacement and Renewal Total Appropriation F. IV To Depreciation Reserve Fund.			Total expenses of General Department (Total Abstract F.)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
275	276	277	278	279	280	281	282	283	284	285	286	287
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
35,59,957	5·29	7·57	5,53,979	0·82	1·18	..	..	..	41,13,936	6·11	8·75	B. N.
26,40,974	6·79	7·39	1,706	0·01	0·01	..	..	..	26,42,680	6·80	7·40	B. B. & C. I.
20,73,796	6·09	7·38	2,84,655	0·83	1·01	..	..	..	23,55,752	6·91	8·38	E. B.
60,64,482	3·45	5·29	14,97,696	0·85	1·31	2,20,630	0·12	0·19	77,82,808	4·42	6·79	E. I.
50,32,087	3·81	5·35	9,61,158	0·73	1·02	1,83,958	0·14	0·20	61,77,203	4·68	6·57	G. I. P.
17,70,728	4·61	8·11	2,22,546	0·58	1·02	5,245	0·01	0·02	19,98,519	5·20	9·15	M. & S. M.
7,13,845	6·34	11·1	40,311	0·36	0·63	..	..	..	7,54,156	6·70	11·8	N. S.
72,86,093	5·52	6·38	7,86,042	0·59	0·69	..	..	..	80,72,135	6·11	7·07	N. W.
7,43,994	3·60	7·56	85,498	0·42	0·87	348	0·00	0·00	8,29,840	4·02	8·43	S. I.
												3′ 3½″ Gauge.
10,63,184	4·99	8·77	76,978	0·36	0·64	3,688	0·02	0·03	11,43,850	5·37	9·44	A. B.
13,12,846	2·61	8·90	2,41,654	0·47	1·63	..	..	..	16,11,695	3·19	10·9	B. & N. W.
23,91,246	4·66	8·62	4,919	0·01	0·02	..	..	..	23,96,165	4·67	8·64	B. B. & C. I.
15,74,128	3·73	5·77	2,27,131	0·54	0·83	..	..	..	18,01,259	4·27	6·60	Burma.
7,90,893	3·75	5·47	1,06,465	0·50	0·74	..	..	..	8,97,358	4·25	6·21	E. B.
4,82,419	4·85	9·22	91,435	0·92	1·74	..	..	..	5,73,854	5·77	11·0	Jodhpur.
13,84,454	3·08	6·87	2,88,474	0·64	1·43	4,888	0·01	0·02	16,77,816	3·74	8·32	M. & S. M.
6,12,582	6·69	12·1	1,25,532	1·37	2·48	..	..	..	7,38,114	8·06	14·6	N S.
3,72,852	3·65	12·4	34,742	0·34	1·15	..	..	..	4,07,591	3·99	13·5	R. & K.
18,97,125	3·16	8·77	2,29,679	0·38	1·07	55,135	0·09	0·25	21,81,939	3·63	10·1	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,73,471	2·68	7·18	49,669	0·49	1·31	..	..	..	3,23,140	3·17	8·49	B. N.
62,150	2·45	7·04	..	..	..	..	..	..	62,150	2·45	7·04	B. B. & C. I.
2,756	0·41	2·05	1,218	0·18	0·90	..	..	..	3,974	0·59	2·95	E. B.
1,689	0·05	0·30	4,430	0·15	0·80	..	..	..	6,199	0·20	1·10	G. I. P.
1,84,544	2·49	3·04	85,057	1·15	1·40	..	..	..	2,69,601	3·64	4·44	N. W.
31,833	3·41	8·38	5,556	0·55	1·34	6	0·00	0·00	40,401	3·96	9·72	S. I.

30.—*Analysis of operating expenses of* **Class I Railways** *for the year 1932-33*—contd.

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.).		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
288	289	290	291	292	293	294
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	25,42,836	3·78	5·41	50,63,270	7·52	10·8
Bombay, Baroda and Central India	16,17,513	4·16	4·53	29,56,130	7·60	8·28
Eastern Bengal	12,28,512	3·61	4·37	23,84,182	7·00	8·48
East Indian	43,44,766	2·47	3·79	92,19,802	5·24	8·04
Great Indian Peninsula	33,80,231	2·56	3·59	61,15,872	4·64	6·50
Madras and Southern Mahratta	8,92,905	2·32	4·09	17,82,111	4·64	8·16
Nizam's State	2,80,252	2·49	4·36	4,41,968	3·92	6·88
North Western	31,98,049	2·42	2·80	65,44,565	4·96	5·73
South Indian	2,12,612	1·03	2·16	5,49,695	2·66	5·58
3′ 3¾″ GAUGE.						
Assam-Bengal	4,53,086	2·13	3·74	8,16,319	3·83	6·73
Bengal and North Western	6,49,600	1·29	4·41	7,03,128	1·39	4·77
Bombay, Baroda and Central India	11,92,386	2·32	4·30	22,52,480	4·39	8·13
Burma	11,55,077	2·74	4·23	19,54,901	4·64	7·16
Eastern Bengal	4,27,356	2·02	2·96	9,73,559	4·61	6·74
Jodhpur	1,35,989	1·37	2·60	5,62,821	5·66	10·8
Madras and Southern Mahratta	5,26,296	1·17	2·61	11,72,051	2·61	5·81
Nizam's State	2,23,027	2·43	4·40	3,45,261	3·76	6·82
Rohilkund and Kumaon	70,343	0·69	2·33	1,53,063	1·50	5·08
South Indian	6,64,984	1·11	3·08	14,08,089	2·34	6·51
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	32,156	0·3	0·84	1,06,659	1·05	2·80
Bombay, Baroda and Central India	3,971	0·16	0·45	14,299	0·56	1·61
Eastern Bengal	577	0·09	0·43	1,604	0·24	1·19
Great Indian Peninsula	9,184	0·31	1·66	[9,217	0·31	1·67
North Western	92,950	1·26	1·53	2,02,171	2·73	3·33
South Indian	2,744	0·27	0·66	9,640	0·94	2·32

30.—*Analysis of operating expenses of Class I Railways for the year 1932-33*—concld.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which in previous years were taken as reduction of expenditure and are now shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,12,50,395	23·9	1,50,87,939	32·1	1,87,66,873	39·9	18,94,382	4·03	4,70,01,589
Bombay, Baroda and Central India	72,92,852	20·4	88,85,266	24·9	1,63,61,886	45·9	31,60,914	8·84	3,57,00,918
Eastern Bengal	59,02,018	21·1	64,39,644	22·9	94,97,103	33·9	61,83,721	22·1	2,80,22,486
East Indian	2,02,54,881	17·7	2,80,35,044	24·5	4,28,08,356	37·3	2,35,38,172	20·5	11,46,36,453
Great Indian Peninsula	1,58,04,930	16·8	2,25,72,793	24·0	3,59,16,654	38·2	1,97,94,139	21·0	9,40,83,516
Madras and Southern Mahratta	46,91,525	21·5	59,91,725	27·4	93,40,777	42·8	18,13,913	8·30	† 2,18,37,940
Nizam's State	16,66,547	26·0	16,45,336	25·7	21,51,349	33·5	9,50,905	14·8	64,14,137
North Western	1,88,80,216	16·5	2,54,08,792	22·3	4,21,35,817	36·9	2,77,58,771	24·3	11,41,83,596
South Indian	17,55,671	17·8	16,05,370	16·3	47,25,809	48·0	17,57,748	17·9	98,44,598
3′ 3⅜″ GAUGE.									
Assam Bengal	29,48,517	24·3	34,20,333	28·2	45,74,280	37·7	11,78,381	9·72	1,21,21,511
Bengal and North Western	33,06,809	22·4	49,17,264	33·3	58,81,171	39·9	6,48,171	4·39	1,47,53,415
Bombay, Baroda and Central India	65,53,936	23·6	79,80,990	28·8	1,11,23,469	40·2	20,53,289	7·40	2,77,10,784
Burma	56,13,412	20·6	64,03,966	23·5	99,28,975	36·4	53,43,590	19·6	2,72,89,943
Eastern Bengal	26,61,365	18·5	32,61,212	22·6	49,41,538	34·3	35,43,872	24·6	1,44,07,987
Jodhpur	11,37,730	21·7	14,41,841	27·6	21,13,142	40·4	5,41,077	10·3	52,33,790
Madras and Southern Mahratta	36,18,116	17·9	52,22,865	25·9	76,30,733	37·9	36,94,014	18·3	† 2,01,65,728
Nizam's State	13,94,492	27·6	14,21,402	28·1	17,67,775	34·9	4,78,412	9·45	50,62,081
Rohilkund and Kumaon	7,75,095	25·7	8,18,035	27·2	11,39,966	37·8	2,79,417	9·27	30,12,513
South Indian	49,60,397	22·9	44,22,180	20·5	99,84,102	46·2	22,57,132	10·4	2,16,23,811
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	7,28,575	19·1	14,74,342	38·7	13,37,084	35·1	2,69,314	7·07	* 38,09,315
Bombay, Baroda and Central India	1,26,418	14·3	3,51,935	39·9	3,12,948	35·4	91,759	10·4	8,83,060
Eastern Bengal	9,521	7·07	37,466	27·8	47,044	35·0	40,574	30·1	1,34,605
Great Indian Peninsula	26,656	4·81	2,81,583	50·9	2,45,526	44·3	..	..	5,53,765
North Western	8,71,623	14·4	16,06,833	26·5	21,14,248	34·8	14,78,519	24·3	60,71,223
South Indian	1,11,738	26·9	94,512	22·8	1,88,287	45·3	20,898	5·03	4,15,435

* Includes 11·99 (in thousands) representing the value of materials released from renewal and replacement works.
† Excludes 4·93 (in thousands) representing working expenses of the W. I. P. Harbour.

31.—*Statement of Oil Consumption on Class I Railways during the years 1931-32 and 1932-33.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental.)				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" GAUGE.							
Bengal Nagpur	*1931-32*	*367,384*	*483,323*	*6·56*	*7·31*	*590,243*	*1·79*
	1932-33	348,040	399,530	6·27	6·82	516,223	1·67
Bombay, Baroda and Central India	*1931-32*	*375,027*	*136,132*	*8·10*	*7·07*	*307,966*	*1·75*
	1932-33	351,183	134,142	7·67	7·25	307,478	1·77
Eastern Bengal	*1931-32*	*414,599*	*83,728*	*8·72*	*7·28*	*233,335*	*1·63*
	1932-33	379,803	90,402	8·71	7·76	200,415	1·50
East Indian	*1931-32*	*1,464,705*	*1,078,479*	*8·67*	*8·79*	*1,459,892*	*1·62*
	1932-33	1,484,298	1,011,157	8·60	8·54	1,340,157	1·48
Great Indian Peninsula	*1931-32*	*971,973*	*718,617*	*7·98*	*10·3*	*654,990*	*1·39*
	1932-33	950,835	708,445	7·95	10·5	617,757	1·33
Madras and Southern Mahratta	*1931-32*	*425,551*	*209,285*	*9·63*	*10·7*	*274,548*	*1·88*
	1932-33	429,126	184,209	9·38	10·4	262,197	1·87
Nizam's State	*1931-32*	*102,293*	*67,819*	*8·05*	*8·68*	*63,258*	*1·46*
	1932-33	97,726	57,328	8·17	8·27	53,162	1·30
North Western	*1931-32*	*1,337,830*	*781,799*	*8·47*	*11·2*	*1,131,211*	*1·95*
	1932-33	1,350,172	744,573	8·47	11·5	1,189,638	2·13
South Indian	*1931-32*	*247,106*	*69,418*	*9·29*	*9·24*	*56,036*	*1·00*
	1932-33	255,750	58,945	9·37	9·18	58,381	1·07
Total	*1931-32*	*5,706,468*	*3,628,600*	*8·37*	*9·21*	*4,771,479*	*1·67*
	1932-33	5,646,933	3,388,731	8·28	9·16	4,545,408	1·64
3' 3¾" GAUGE.							
Assam Bengal	*1931-32*	*174,614*	*38,143*	*5·78*	*6·14*	*146,172*	*1·52*
	1932-33	176,105	25,687	5·73	6·44	146,363	1·62
Bengal and North Western	*1931-32*	*309,282*	*102,320*	*4·98*	*5·23*	*217,132*	*1·03*
	1932-33	290,374	107,298	4·73	4·98	233,313	1·19
Bombay, Baroda and Central India	*1931-32*	*341,083*	*156,946*	*5·77*	*5·53*	*366,439*	*1·60*
	1932-33	342,046	136,125	5·52	5·69	353,324	1·61
Burma	*1931-32*	*323,675*	*189,802*	*6·42*	*10·1*	*185,162*	*1·02*
	1932-33	327,027	168,869	6·60	10·1	174,297	1·00
Eastern Bengal	*1931-32*	*167,322*	*51,190*	*6·55*	*5·69*	*134,339*	*1·23*
	1932-33	165,909	52,510	6·86	5·37	114,436	1·10
Jodhpur	*1931-32*	*86,561*	*12,286*	*5·88*	*5·00*	*49,980*	*1·11*
	1932-33	83,501	15,116	5·96	5·36	45,785	0·96
Madras and Southern Mahratta	*1931-32*	*326,609*	*214,470*	*6·86*	*7·87*	*175,783*	*1·08*
	1932-33	332,614	197,516	6·72	7·90	158,415	1·02
Nizam's State	*1931-32*	*89,737*	*35,681*	*7·06*	*8·74*	*32,678*	*1·03*
	1932-33	86,137	32,663	7·27	9·28	23,881	0·84
Rohilkund and Kumaon	*1931-32*	*63,412*	*10,317*	*3·97*	*4·80*	*54,224*	*1·64*
	1932-33	67,153	5,101	4·48	3·27	49,568	1·59
South Indian	*1931-32*	*388,000*	*95,246*	*5·72*	*5·60*	*259,778*	*1·47*
	1932-33	399,987	86,939	5·68	5·52	269,048	1·61
Total	*1931-32*	*2,270,295*	*906,401*	*5·88*	*6·71*	*1,621,692*	*1·27*
	1932-33	2,270,853	827,824	5·84	6·64	1,568,430	1·29

31.—*Statement of Oil Consumption on* ***Class I Railways*** *during the years 1931-32 and 1932-33.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1931-32*	*90,296*	*4·17*
	1932-33	84,344	4·08
Bombay, Baroda and Central India	*1931-32*	*25,369*	*5·70*
	1932-33	26,561	5·99
Eastern Bengal	*1931-32*	*7,220*	*6·39*
	1932-33	6,879	6·17
Great Indian Peninsula	*1931-32*	*44,715*	*9·18*
	1932-33	49,250	9·59
North Western	*1931-32*	*144,019*	*8·98*
	1932-33	124,844	8·58
South Indian	*1931-32*	*8,769*	*4·64*
	1932-33	8,061	4·62
Total	*1931-32*	*320,388*	*7·18*
	1932-33	299,939	6·33

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1931-32 and 1932-33.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Borivli through lines, (3) Grant Road to Borivli Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through); (4) Kalyan to Poona and Igatpuri.	Madras Beach to Tambaram.
2. Date of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1932* ..	*21·25*	*181·70*	*18·14*
	1933 ..	21·25	181·70	18·14
3·02. Track mileage (excluding sidings) ..	*1932* ..	*62·54*	*425·90*	*36·28*
	1933 ..	60·54	425·90	36·28
4. Mileage open for electric service on 31st March.	*1932* ..	*21·25*	*181·70*	*18·14*
	1933 ..	21·25	181·70	18·14
5. No. of sub-power stations on 31st March ..	*1932* ..	*3*	*15*	*3*
	1933 ..	3	15	3
6. No. of electric railway stations on 31st March	*1932* ..	*21*	*60*	*14*
	1933 ..	21	60	14
7. Mileage of transmission cable on 31st March ..	*1932* ..	*†58*	*376·12*	*‡65·06*
	1933 ..	†58	376·12	‡65·06
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1931-32* ..	*40*	*53*	*17*
	1932-33 ..	40	53	17
8·02. Trailer coaches	*1931-32* ..	*120*	*153*	*34*
	1932-33 ..	120	153	34
9. Average number on line (in units)—				
9·01. Motor coaches	*1931-32* ..	*40*	*53*	*17*
	1932-33 ..	40	53	17
9·02. Trailer coaches	*1931-32* ..	*120*	*153*	*34*
	1932-33 ..	120	153	34
9·03. Train units*	*1931-32* ..	*40*	*51*	*17*
	1932-33 ..	40	51	17
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1931-32* ..	*2*	*8*	*Nil*
	1932-33 ..	2	8	Nil
10·02. Percentage of item 9·01	*1931-32* ..	*4·58*	*15·1*	*0·29*
	1932-33 ..	3·96	15·1	0·35
10·03. Trailer coaches	*1931-32* ..	*6*	*20*	*Nil*
	1932-33 ..	5	19	Nil
10·04. Percentage of item 9·02	*1931-32* ..	*4·58*	*13·1*	*0·29*
	1932-33 ..	3·96	12·4	0·35

* A "train unit" is a motor coach and three trailers.
† Overhead 26·50 miles and underground 31·50 miles.
‡ Overhead 43·16 miles and underground 21·90 miles.

32.—*Statement of Electric Multiple Units Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1931-32 and 1932-33*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1931-32* ..	*38*	*45*	*17*
	1932-33 ..	38	45	17
11·02. Trailer coaches	*1931-32* ..	*115*	*133*	*34*
	1932-33 ..	115	134	34
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1931-32* ..	*35*	*38*	*12*
	1932-33 ..	34	38	14
12·02. Trailer coaches	*1931-32* ..	*104*	*114*	*25*
	1932-33 ..	103	114	28
12·03. Train units*	*1931-32* ..	*35*	*38*	*12*
	1932-33 ..	34	38	14
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1931-32* ..	*4*	*7*	*5*
	1932-33 ..	4	7	3
13·02. Trailer coaches	*1931-32* ..	*11*	*19*	*9*
	1932-33 ..	12	20	6
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1931-32* ..	*234,265*	*947,048*	*22,938*
	1932-33 ..	173,582	814,745	72,797
14·02. Total two unit traffic trains	*1931-32* ..	*859,920*	*1,059,296*	*332,745*
	1932-33 ..	826,370	1,129,966	500,746
14·02(a). Total three unit traffic trains ..	*1931-32* ..	*Nil.*	*Nil.*	*5,712*
	1932-33 ..	Nil.	Nil.	3,528
14·03. Total traffic trains	*1931-32* ..	*1,954,105*	*3,965,640*	*705,564*
	1932-33 ..	1,826,322	3,074,677	1,084,873
14·04. Other trains	*1931-32* ..	*40,161*	*4,743*	*4,579*
	1932-33 ..	38,006	3,950	64
15. Hours—				
15·01. Traffic trains	*1931-32* ..	*98,264*	*137,133*	*37,486*
	1932-33 ..	97,445	137,085	50,528
15·02. Other	*1931-32* ..	*3,032*	*27,688*	*274*
	1932-33 ..	2,846	26,916	2
15·03. Total	*1931-32* ..	*101,296*	*164,821*	*37,760*
	1932-33 ..	100,291	164,001	50,530
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1931-32* ..	*7,816,420*	*12,262,560*	*2,117,358*
	1932-33 ..	7,305,288	12,298,708	3,254,619
16·02. Other trains	*1931-32* ..	*160,644*	*18,972*	*12,192*
	1932-33 ..	152,024	15,800	192

* A "train unit" is a motor coach and three trailers.

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1931-32 and 1932-33*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1931-32* ..	*157*	*221*	*174*
	1932-33 ..	148	222	212
17·02. Train unit miles per day per train unit on line.	*1931-32* ..	*136*	*165*	*127*
	1932-33 ..	128	165	175
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1931-32* ..	*8·00*	*11·9*	*9·26*
	1932-33 ..	7·98	11·8	9·89
18·02. Train unit hours per day per train unit on line.	*1931-32* ..	*6·92*	*(a) 8·83*	*6·80*
	1932-33 ..	6·87	8·81	8·14
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1931-32* ..	*136*	*165*	*128*
	1932-33 ..	128	165	175
19·02. Trailer coach miles per day per trailer coach unit on line.	*1931-32* ..	*136*	*165*	*128*
	1932-33 ..	128	165	175
20. Motor coach failures—				
20·01. Number	*1931-32* ..	*1*	*82*	*13*
	1932-33 ..	1	39	21
20·02. Motor coach miles per motor coach failure (in units).	*1931-32* ..	*284,895*	*37,444*	*54,608*
	1932-33 ..	207,148	78,939	51,664
21. Power supply failures—				
21·01. Failures originating at source of supply	*1931-32* ..	*Nil*	*Nil*	*19*
	1932-33 ..	Nil	Nil	9
21·02. Failures originating at sub-station	*1931-32* ..	*Nil*	*Nil*	*42*
	1932-33 ..	Nil	2	29
21·03. Failures on account of overhead track equipment.	*1931-32* ..	*Nil*	*11*	*97*
	1932-33 ..	Nil	9	1
22. Number of passengers carried—				
22·01. First Class	*1931-32* ..	*38,554*	*19,514*	*4,636*
	1932-33 ..	27,131	14,806	6,790
22·02. Second Class	*1931-32* ..	*1,694,412*	*792,367*	*75,679*
	1932-33 ..	1,561,580	680,901	111,020
22·03. Third Class	*1931-32* ..	*30,682,890*	*27,853,104*	*3,239,163*
	1932-33 ..	31,958,837	30,017,056	5,453,253
22·04. Total	*1931-32* ...	*32,415,856*	*28,664,985*	*3,319,478*
	1932-33 ...	33,547,548	30,712,763	5,571,063

(*a*) The figure 8·88 in the report for 1931-32 is a misprint.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1931-32 and 1932-33—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1931-32* ..	*320,910*	*164,741*	*52,594*
	1932-33 ..	195,633	178,444	67,499
23·02. Second Class	*1931-32* ..	*12,084,261*	*5,715,877*	*655,830*
	1932-33 ..	10,275,378	4,749,270	940,246
23·03. Third Class	*1931-32* ..	*220,317,976*	*200,455,974*	*27,431,680*
	1932-33 ..	223,336,401	207,770,494	42,243,989
23·04. Total	*1931-32* ..	*232,723,147*	*206,336,592*	*28,140,104*
	1932-33 ..	233,807,412	212,698,208	43,251,734
24. Earnings from passengers carried—				
24·01. First Class	*1931-32* ..	*15,315*	*10,139*	*4,294*
	1932-33 ..	10,390	8,582	5,803
24·02. Second Class	*1931-32* ..	*2,76,943*	*1,35,348*	*18,556*
	1932-33 ..	2,44,148	1,17,136	26,747
24·03. Third Class	*1931-32* ..	*26,19,679*	*24,22,518*	*403,869*
	1932-33 ..	26,55,719	25,22,382	637,787
24·04. Total	*1931-32* ..	*29,11,937*	*25,68,005*	*426,719*
	1932-33 ..	29,10,257	26,48,100	670,337
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1931-32* ..	*2·40*	*2·39*	*2·91*
	1932-33 ..	2·39	2·39	2·98
25·02. Cost per passenger mile. Pies	*1931-32* ..	*1·95*	*3·35*	*2·02*
	1932-33 ..	1·66	3·08	2·01
25·03. Earnings per train mile. Rs.	*1931-32* ..	*1·49*	*0·84*	*0·60*
	1932-33 ..	1·65	0·86	0·62
25·04. Cost per train mile. Rs.	*1931-32* ..	*1·18*	*1·17*	*0·42*
	1932-33 ..	1·11	1·11	0·41
26. Gross ton miles (including Departmental)	*1931-32* ..	*418,524,404*	*555,181,776*	*52,926,815*
	1932-33 ..	392,348,295	554,920,784	80,735,795
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1931-32* ..	*28,986,194*	*37,713,378*	*4,336,230*
	1932-33 ..	24,285,200	37,645,787	7,427,229
27·02. Kilo-watt hours per train unit mile	*1931-32* ..	*14·5*	*12·6*	*6·11*
	1932-33 ..	13·0	12·6	6·53
27·03. Kilo-watt hours per 1,000 gross ton miles	*1931-32* ..	*69·3*	*70·0*	*81·9*
	1932-33 ..	61·8	70·0	77·3
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1931-32*	*49,865*	*165,967*	*9,939*
	1932-33 ..	48,079	147,111	16,055
28·02. Pints per 1,000 vehicle miles	*1931-32* ..	*6·25*	*13·5*	*4·67*
	1932-33 ..	6·45	11·9	4·93

33.—*Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1931-32 and 1932-33.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1931-32*	*2*	*2*	*10*	*14·3*	*Nil*	*Nil*	*23·3*
	1932-33	2	2	7	10·1	Nil	Nil	37·8
Eastern Bengal	*1931-32*	*1*	*1*	..	*0·13*	*Nil*	*Nil*	*11·9*
	1932-33	1	1	Nil	Nil	Nil	Nil	Nil
East Indian	*1931-32*	*3*	*3*	*41*	*37·6*	*3*	*13,752*	*15·8*
	1932-33	3	3	35	32·3	3	11,778	11·4
Great Indian Peninsula	*1931-32*	*4*	*3*	*45*	*41·0*	*Nil*	*Nil*	*23·0*
	1932-33	4	1	18	49·6	Nil	Nil	29·3
North-Western	*1931-32*	*4*	*5*	*89*	*47·1*	*11*	*8,091*	*17·0*
	1932-33	4	7	148	58·1	5	29,666	18·6
Total	*1931-32*	*14*	*14*	*185*	*36·2*	*14*	*13,214*	*18·5*
	1932-33	14	14	208	40·9	8	26,119	19·0
3′ 3⅜″ GAUGE.								
Bombay, Baroda & Central India.	*1931-32*	*3*	*3*	*76*	*70·0*	*Nil*	*Nil*	*16·4*
	1932-33	3	3	90	82·0	Nil	Nil	16·1
Eastern Bengal	*1931-32*	*2*	*2*	..	*12·6*	*1*	*9,195*	*25·5*
	1932-33	2	2	7	10·1	Nil	Nil	26·3
Nizam's State	*1931-32*	*2*	*2*	*28*	*39·0*	*2*	*14,210*	*12·1*
	1932-33	2	2	..	Nil	Nil	Nil	Nil
Total	*1931-32*	*7*	*7*	**104*	*44·5*	*3*	*37,983*	*16·1*
	1932-33	7	7	97	38·1	Nil	Nil	16·8
2′ 6″ AND 2′.0″ GAUGES.								
Bengal Nagpur	*1931-32*	*3*	*3*	*26*	*23·4*	*1*	*25,712*	*20·7*
	1932-33	3	3	35	31·5	4	8,629	20·2
North Western	*1931-32*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1932-33	3	2	56	63·9	1	56,464	13·8
Total	*1931-32*	*3*	*3*	*26*	*23·4*	*1*	*25,712*	*20·7*
	1932-33	6	5	91	49·9	5	18,196	16·2

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
North-Western	*1931-32*	*2*	*2*	*2*	*2·08*	*Nil*	*Nil*	*10·8*
	1932-33	2	2	5	7·51	1	5,479	9·42
3′ 3⅜″ GAUGE.								
South Indian	*1931-32*	*4*	*4*	*35*	*23·7*	*2*	*17,385*	*14·6*
	1932-33	3	3	25	23·3	1	25,477	14·8
2′ 6″ GAUGE.								
North-Western	*1931-32*	*10*	*10*	*98*	*26·9*	*4*	*24,609*	*18·2*
	1932-33	9	10	80	22·3	3	26,791	16·3

*Revised figures.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1933.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							Goods Wagons‡ (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3′ 3⅜″ Gauge.																
Bengal Dooars	19	..	..	..	59	125	93	374	2,608	7	66	435	15	450	5	10
Bhavnagar State	31	1	..	..	125	168	384	..	5,333	44	169	735	9	744	10	14
Bikaner State	55	..	..	..	135	207	255	378	6,346	39	174	1,209	..	1,209	10	57
Dibru-Sadiya	32	..	..	..	46	167	128	131	2,485	20	66	1,481	119	1,600	8	4
Gondal	23	..	..	..	90	148	348	..	2,929	23	113	420	..	420	4	31
Jamnagar and Dwarka	21	2	..	..	57	89	178	..	1,913	18	75	621	4	625	4	4
Junagad State	19	..	..	..	78	130	353	..	2,334	9	87	294	12	306	5	16
Morvi	20	1	..	..	94	152	288	..	2,789	25	119	252	..	252	..	2
Mysore	34	1	..	..	131	121	262	243	4,924	24	155	534	..	534	24	32
Total	254	5	..	..	815	1,307	2,289	1,126	31,661	209	1,024	5,981	159	6,140	70	170
2′ 6″ Gauge.																
Barsi Light	35	1	2	..	119	104	278	..	4,971	†1	120	275	3	278	1	14
Gaekwar's Baroda State	40	2	(*b*)5	..	308	98	180	..	6,433	11	319	1,257	26	1,283	13	21
Mysore	7	..	..	..	27	30	54	..	1,186	..	27	77	..	77	2	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	92	3	7	..	503	244	548	84	13,867	13	516	1,834	33	1,867	20	46
2′ 0″ Gauge.																
Darjeeling-Himalayan	35	2	..	..	110	234	266	..	2,221	26	136	531	..	531	..	..
Howrah-Amta Light	19	..	..	..	129	88	..	324	2,705	13	142	82	..	82	2	1
Mysore	6	..	..	..	5	..	16	..	108	..	5	44	..	44	..	2
Total	60	2	..	..	244	322	282	324	5,034	39	283	657	..	657	2	3
Class III Railways.																
3′ 3⅜″ Gauge.																
Porbandar State	6	..	..	..	18	12	59	..	559	8	26	333	3	336	2	10
Udaipur-Chitorgarh	12	..	..	..	45	40	84	80	1,840	11	56	81	..	81	2	..
Total	18	..	..	..	63	52	143	80	2,399	19	82	414	3	417	4	10
2′ 6″ Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	32	32	..	86	730	4	36	73	..	73	2	1
Bankura-Damodar River.	(*a*) 9	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	1
Baraset-Basirhat Light	9	..	..	..	44	71	..	134	1,268	4	48	64	..	64	2	1
Carried over	29	..	..	..	122	142	39	396	3,078	18	140	231	..	231	4	3

* Brake vans.
† Inspection saloon.
‡ In units.

(*a*) Includes 3 Satpura type Locomotives not in use.
(*b*) Includes 4 Internal Combustion Coaches.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1933*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	‡ Coaching Vehicles (excluding vehicles used exclusively on Railway service).							‡ Goods Wagons (excluding wagons used exclusively on Railway service).			‡ Railway service vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
					Number.	Seats by classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	122	142	39	396	3,078	18	140	231	..	231	4	3
Class III Railways—*concld.*																
2′ 6″ Gauge.																
Bengal Provincial .	8	..	..	..	28	20	20	82	614	2	30	62	..	62	1	2
Bukhtiarpur-Behar Light.	5	..	..	..	22	34	28	103	426	3	25	68	..	68	2	1
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	1
Cutch State .	5	1	..	..	16	..	90	..	424	..	16	39	..	39	..	§2
Dehri-Rohtas Light.	6	3	..	..	8	20	..	12	170	3	11	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	117	3	120	..	1
Futwah-Islampur .	3	..	..	..	8	12	..	39	352	..	8	28	..	28	1	.
††Jessore-Jhenidah.	7	1	..	..	19	18	22	88	408	2	21	39	1	40	..	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpore-Balipara Light.	4	..	..	..	19	32	..	60	668	4	23	91	..	91	..	..
Total .	89	5	..	..	311	348	251	988	8,136	44	355	885	4	889	10	13
2′ 0″ Gauge.																
Gwalior Light .	26	..	..	..	61	44	122	..	1,727	20	81	355	..	355	7	8
Howrah-Sheakhala Light.	4	..	..	..	29	28	..	56	608	1	30	12	..	12	..	2
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekarapatnam Light.	†4	6	..	..	24	..	..	..	738	..	24	45	..	45	..	2
Matheran Light .	4	3	..	..	29	60	64	..	128	2	31	23	*2	25	2	(a) 2
Trivellore Light .	1	3	..	..	14	..	..	..	94	..	14	3	1	4	..	1
Total .	49	13	..	..	180	160	208	160	3,782	29	209	520	4	524	9	18

* Brake vans.
† Motor Locomotives.
‡ In units.
§ Inspection motor trollies.
(*a*) Includes one motor trolly.
†† The figures are of 1931-32 ; the figures for 1932.33 are not available, the Railway having been closed from 1st April 1933.

35.—*Statement of Net Additions to and reductions from Equipment of* ***Class II and III Railways*** *during the year 1932-33.*

Railway.	Locomotives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on railway service).							†Goods wagons (excluding wagons used exclusively on railway service).			†Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicles.	Total.	Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
					No.	Seats by Classes.										
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3⅜" Gauge.																
Bengal Dooars	..	..	..	..	1	3	3	25	—35	—1	..	—15	15	..	..	..
Bhavnagar State	..	..	..	..	..	3	15	..	268	5	5	12	..	12	..	2
Bikaner State	..	..	..	..	5	12	6	17	221	..	5	..	..	..	..	1
Dibru Sadiya	..	..	..	..	..	..	..	24	—36	..	..	—2	..	—2	..	..
Gondal	..	..	..	..	1	6	9	..	44	..	1	—1	..	—1	..	..
Jamnagar and Dwarka	—2	1	..	..	2	..	..	..	36	..	2	..	—1	—1	..	..
Junagad State	—1	..	..	..	—34	8	—16	..	—1	1	—33	—1	..	—1	—2	..
Morvi	—1	..	..	..	2	6	8	..	111	..	2	..	..	..	..	..
Mysore	2	1	..	..	—12	—18	..	—52	—317	—2	—14	22	..	22	4	2
Total	—2	2	..	..	—35	20	25	14	291	3	—32	15	14	29	2	5
2' 6" Gauge.																
Gaekwar's Baroda State	..	..	4	..	2	—4	6	—54	18	4	6	—11	..	—11	..	..
Mysore	—6	..	..	..	..	..	..	..	..	..	..	—5	..	—5	..	4
Total	—6	..	4	..	2	—4	6	—54	18	4	6	—16	..	—16	..	4
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	..	..	..	..	..	..	..	—14	..	—14	..	..
Howrah-Amta Light	..	..	..	..	..	..	..	..	19	—1	—1	..	..	..	..	..
Mysore	..	..	..	..	—2	..	..	..	—72	..	—2	—3	..	—3	..	1
Total	..	..	..	..	—2	..	..	..	—53	—1	—3	—17	..	—17	..	1
Class III Railways.																
3' 3⅜" Gauge.																
Porbandar	..	..	..	..	..	..	2	..	—4	..	..	—2	..	—2	..	..
Udaipur-Chitorgarh	..	..	..	..	2	..	..	..	180	..	2	10	..	10	..	..
Total	..	..	..	..	2	..	2	..	176	..	2	8	..	8	..	..
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	—1	..	..	..	—28	..	—1	..	..	..	..	1
Baraset Basirhat Light	..	..	..	..	—1	..	..	..	35	..	—1	—1	..	—1	..	..
Bukhtiarpur-Bihar Light	..	..	..	..	..	..	..	—12	..	..	..	..	..	..	..	..
Dehri Rohtas	..	1	..	—1	2	..	..	..	12	3	5	..	—6	—6	1	1
Tezpore-Balipara	—1	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..
Total	—1	1	..	—1	..	..	..	—12	19	4	4	—1	—6	—7	1	2
2' 0" Gauge.																
Gwalior Light	8	..	..	..	15	18	48	..	459	3	18	24	..	24	1	..
Howrah Sheakhala	..	..	..	..	—1	..	..	..	11	..	—1	..	..	..	..	..
Jorhat (Provincial)	..	..	..	..	—1	—6	..	—17	15	..	—1	11	—10	1	..	..
Kulasekarapatnam Light	..	—1	..	..	..	..	..	..	—30	..	..	..	..	..	..	..
Matheran Light	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Trivellore Light	..	1	..	..	..	..	..	..	..	..	..	—1	..	—1	..	1
Total	9	..	..	..	13	12	48	—17	655	3	16	34	—10	24	1	1

†In units.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					* Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		* 1st.	* 2nd.	* Inter.	* 3rd.	* Total (= Col. 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1931-32*	*1*	*3,5*	..	*989,4*	*993,0*	*144,4*	*1*	*4,4*	..	*1,132,9*	*1,137,4*
		1932-33	1	3,4	..	1,009,1	1,012,6	141,2	2	4,2	..	1,149,4	1,153,8
Bengal Dooars	3′ 3⅜″	*1931-32*	*1,1*	*2,5*	*20,4*	*1,126,5*	*1,150,5*	*41,3*	*1,3*	*2,8*	*21,7*	*1,166,0*	*1,191,8*
		1932-33	1,0	2,1	17,8	1,085,9	1,106,8	42,1	1,2	2,4	18,8	1,126,5	1,148,9
Bhavnagar State	3′ 3⅜″	*1931-32*	*1,2*	*21,8*	..	*2,396,4*	*2,419,4*	*323,8*	*1,3*	*27,2*	..	*2,719,2*	*2,748,2*
		1932-33	1,0	21,4	..	2,523,3	2,545,7	343,0	1,6	28,9	..	2,858,2	2,888,7
Bikaner State	3′ 3⅜″	*1931-32*	*8*	*5,3*	*15,4*	*1,754,1*	*1,775,6*	*161,5*	*1,3*	*7,1*	*17,3*	*1,911,4*	*1,937,1*
		1932-33	7	4,2	12,9	1,808,1	1,825,9	170,0	1,0	5,8	15,0	1,974,1	1,995,9
Darjeeling Himalayan	2′ 0″	*1931-32*	*8*	*10,4*	..	*644,2*	*655,4*	*14,1*	*1,2*	*14,7*	..	*653,1*	*669,5*
		1932-33	7	10,3	..	512,4	523,4	11,9	1,4	13,4	..	520,5	535,3
Dibru Sadiya	3′ 3⅜″	*1931-32*	*4,7*	*5,4*	*25,0*	*1,683,9*	*1,719,0*	*79,0*	*5,3*	*6,0*	*27,3*	*1,759,4*	*1,798,0*
		1932-33	4,1	5,4	24,3	1,533,4	1,567,2	69,8	4,7	5,9	26,5	1,599,9	1,637,0
Gaekwar's Baroda State	2′ 6″	*1931-32*	*8*	*10,8*	*7,0*	*3,017,2*	*3,035,8*	*271,5*	*1,2*	*12,6*	*7,1*	*3,286,4*	*3,307,3*
		1932-33	4	11,2	8,4	2,984,7	3,004,7	202,9	5	11,9	8,4	3,186,8	3,207,6
Gondal	3′ 3⅜″	*1931-32*	*6*	*14,8*	..	*1,631,0*	*1,646,4*	*776,6*	*1,8*	*30,2*	..	*2,391,0*	*2,423,0*
		1932-33	5	15,7	..	1,661,8	1,678,0	808,2	1,4	30,5	..	2,454,3	2,486,2
Howrah-Amta Light	2′ 0″	*1931-32*	*5,8*	..	*72,6*	*2,250,8*	*2,329,2*	*2*	*5,8*	..	*72,6*	*2,251,0*	*2,329,4*
		1932-33	5,4	..	64,8	2,426,2	2,496,4	2	5,4	..	64,8	2,426,4	2,496,6
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*9*	*8,0*	..	*597,3*	*606,2*	*84,3*	*1,3*	*10,8*	..	*678,4*	*690,5*
		1932-33	8	7,6	..	611,9	620,3	92,0	1,2	10,4	..	709,7	712,3
Junagad State	3′ 3⅜″	*1931-32*	*9*	*18,3*	..	*1,473,7*	*1,492,9*	*223,6*	*1,3*	*23,1*	..	*1,692,1*	*1,716,5*
		1932-33	7	19,1	..	1,546,7	1,566,5	232,8	1,1	24,3	..	1,773,9	1,799,3
Morvi	3′ 3⅜″	*1931-32*	*1,1*	*9,9*	..	*611,9*	*622,9*	*320,4*	*2,4*	*22,0*	..	*918,9*	*943,3*
		1932-33	9	10,1	..	603,4	614,4	338,5	2,3	22,2	..	928,4	952,9
Mysore	3′ 3⅜″	*1931-32*	*2,1*	*22,2*	*45,2*	*2,592,3*	*2,661,8*	*97,8*	*2,5*	*23,8*	*46,7*	*2,686,6*	*2,759,6*
		1932-33	1,4	19,4	43,3	2,966,0	3,030,1	99,5	1,6	20,9	44,8	3,062,3	3,129,6
	2′ 6″	*1931-32*	..	*1,1*	..	*504,8*	*505,9*	*12,4*	..	*1,2*	..	*517,1*	*518,3*
		1932-33	..	1,5	..	590,8	592,3	15,6	..	1,6	..	606,3	607,9
	2′ 0″	*1931-32*	..	*1*	..	*44,8*	*44,9*	*2*	..	*1*	..	*45,0*	*45,1*
		1932-33	..	2	..	43,4	43,6	1	..	2	..	43,5	43,7
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	..	*1,2*	*8,8*	*850,9*	*860,9*	*9,4*	*1*	*1,2*	*9,0*	*860,0*	*870,3*
		1932-33	1	1,3	9,6	927,3	938,3	10,3	1	1,3	9,8	937,4	948,6
Total Class II Railways		*1931-32*	*20,9*	*135,3*	*194,4*	*22,169,2*	*22,519,8*	*2,565,5*	*27,9*	*187,2*	*201,7*	*24,668,5*	*25,085,3*
		1932-33	17,8	132,9	181,1	22,834,4	23,166,2	2,578,1	23,7	183,9	188,1	25,348,6	25,744,3
Class III Railways.													
Ahmadpur-Katwa	2′ 6″	*1931-32*	..	*6*	*3,9*	*215,5*	*220,0*	*6,1*	..	*6*	*4,2*	*221,3*	*226,1*
		1932-33	..	5	3,8	218,6	222,9	6,2	..	5	4,3	224,3	229,1
Arrah-Sasaram Light	2′ 6″	*1931-32*	*8*	..	*6,0*	*533,9*	*540,7*	*2,7*	*8*	..	*6,1*	*536,5*	*543,4*
		1932-33	6	..	5,0	446,1	451,7	2,8	6	..	5,1	448,8	454,5
Bankura-Damodar River	2′ 6″	*1931-32*	..	*5*	*1,7*	*181,6*	*183,8*	*1,2*	..	*5*	*1,8*	*182,7*	*185,0*
		1932-33	..	4	1,4	169,3	171,1	1,1	..	4	1,5	170,3	172,2
Baraset-Basirhat Light	2′ 6″	*1931-32*	*4,7*	..	*43,3*	*1,415,5*	*1,468,5*	*1,3*	*4,7*	..	*43,4*	*1,417,2*	*1,470,3*
		1932-33	3,8	..	43,4	1,203,8	1,251,0	1,0	3,8	..	43,5	1,204,7	1,252,0
Bengal Provincial	2′ 6″	*1931-32*	*1*	*1,1*	*7,3*	*420,4*	*428,9*	*76,0*	*2*	*1,5*	*10,4*	*492,8*	*504,9*
		1932-33	1	9	5,9	406,1	413,0	69,1	2	1,4	9,2	471,3	482,1

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1931-32 and 1932-33.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (excluding refunds and remissions) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd.	* Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
7	*224*	..	*38,593*	*38,824*	*52·1*	*50·5*	..	*34·1*	*34·1*	*1*	*12*	..	*8,04*	*8,17*	Barsi Light.
9	218	..	40,561	40,788	51·0	51·7	..	35·3	35·4	1	12	..	8,47	8,60	
38	*75*	*376*	*21,525*	*22,014*	*28·8*	*27·3*	*17·4*	*18·5*	*18·5*	*5*	*5*	*10*	*3,51*	*3,71*	Bengal Doors.
32	62	311	20,446	20,851	27·2	25·8	16·5	18·2	18·1	4	4	9	3,33	3,50	
128	*1,236*	..	*75,024*	*76,388*	*71·1*	*45·4*	..	*27·6*	*27·8*	*12*	*62*	..	*13,58*	*14,32*	Bhavnagar State.
98	1,319	..	77,756	79,173	61·3	45·6	..	27·2	27·4	9	62	..	13,94	14,65	
102	*470*	*981*	*72,665*	*74,218*	*76·0*	*66·2*	*56·8*	*38·0*	*38·3*	*13*	*29*	*27*	*15,14*	*15,83*	Bikaner State.
90	393	897	75,230	76,610	88.8	68·2	59.8	38·1	38·3	11	25	26	15,67	16,29	
78	*551*	..	*9,868*	*10,497*	*46·2*	*37·5*	..	*15·1*	*15·7*	*19*	*55*	..	*2,86*	*3,60*	Darjeeling Himalayan.
58	494	..	8,128	8,680	42·7	36·8	..	15·6	16·2	14	48	..	2,54	3,16	
94	*142*	*573*	*24,104*	*24,913*	*17·7*	*23·7*	*21·0*	*13·7*	*13·9*	*11*	*9*	*19*	*5,03*	*5,42*	Dibru Sadiya.
92	140	538	22,017	22,787	19·6	23·7	20·3	13·8	14·0	11	8	17	4,59	4,95	
39	*256*	*99*	*43,774*	*44,168*	*32·5*	*20·3*	*13·9*	*13·3*	*13·4*	*5*	*16*	*3*	*10,43*	*10,67*	Gaekwar's Baroda State.
17	233	129	42,674	43,053	36·1	19·5	15·3	13·4	13·4	2	14	4	10,99	11,19	
85	*1,127*	..	*56,178*	*57,390*	*47·2*	*37·3*	..	*21·4*	*23·7*	*8*	*52*	..	*10,22*	*10,82*	Gondal.
63	1,098	..	56,935	58,096	47·1	36·0	..	23·2	23·4	6	51	..	10,36	10,93	
94	..	*706*	*35,585*	*36,385*	*16·0*	..	*10·0*	*16·0*	*16·0*	*5*	..	*19*	*7,66*	*7,90*	Howrah-Amta Light.
96	..	630	33,716	34,442	17·0	..	9·00	13·0	13·0	5	..	17	7,28	7,50	
71	*589*	..	*23,469*	*24,129*	*55·7*	*54·3*	..	*34·6*	*34·9*	*7*	*32*	..	*5,47*	*5,86*	Jamnagar and Dwarka.
71	548	..	25,384	26,003	62·3	52·5	..	36·2	36·5	7	30	..	5,81	6,18	
45	*613*	..	*33,512*	*34,170*	*35·7*	*26·5*	..	*19·8*	*19·9*	*4*	*28*	..	*6,07*	*6,39*	Junagad State.
37	647	..	35,552	36,236	34·6	26·6	..	20·0	20·1	3	29	..	6,43	6,75	
155	*1,312*	..	*37,649*	*39,116*	*63·3*	*59·6*	..	*41·0*	*41·5*	*16*	*67*	..	*6,98*	*7,81*	Morvi.
156	1,363	..	38,862	40,381	65·9	61·5	..	41·9	42·4	15	67	..	7,21	8,03	
190	*1,343*	*2,113*	*69,639*	*73,285*	*76·0*	*56·4*	*45·2*	*25·9*	*26·6*	*15*	*54*	*60*	*12,77*	*14,06*	Mysore.
130	1,125	2,187	74,885	78,327	81·3	53·8	48·8	24·5	25·0	14	47	61	13,73	14,95	
1	*27*	..	*8,718*	*8,746*	..	*22·5*	..	*16·9*	*16·9*	..	*1*	..	*1,45*	*1,46*	
..	36	..	10,377	10,413	..	22·5	..	17·1	17·1	..	2	..	1,71	1,73	
..	*2*	..	*643*	*645*	..	*20·0*	..	*14·3*	*14·3*	..	..	..	*11*	*11*	
..	2	..	721	723	..	10·0	..	16·6	16·5	..	..	..	13	13	
1	*32*	*211*	*17,506*	*17,750*	*25·0*	*26·0*	*23·0*	*20·0*	*20·0*	..	*2*	*8*	*4,10*	*4,20*	Shahdara (Delhi) Saharanpur Light.
2	49	233	21,663	21,947	42·0	37·0	23·0	23·0	23·0	..	2	9	4,52	4,63	
1,128	*7,999*	*5,059*	*568,452*	*582,638*	*40·4*	*42·7*	*25·1*	*23·1*	*23·2*	*1,21*	*4,24*	*1,46*	*1,13,42*	*1,20,33*	Total Class II Rys.
951	7,727	4,925	584,907	598,510	40·1	42·0	26·2	23·1	23·2	1,02	4,01	1,43	1,16,71	1,23,17	
															Class III Rys.
..	*10*	*60*	*2,562*	*2,632*	..	*16·7*	*14·3*	*11·6*	*11·6*	..	*1*	*2*	*80*	*83*	Ahmedpur Katwa.
..	8	60	2,552	2,620	..	16·0	14·0	11·4	11·4	..	1	2	80	83	
21	..	*188*	*10,582*	*10,791*	*26·0*	..	*31·0*	*20·0*	*20·0*	*2*	..	*7*	*2,48*	*2,57*	Arrah-Sasaram Light.
23	..	186	9,212	9,391	36·0	..	30·0	20·0	20·0	2	..	6	2,16	2,24	
..	*10*	*43*	*2,893*	*2,946*	..	*20·0*	*23·9*	*15·8*	*15·9*	..	*1*	*2*	*90*	*93*	Pankura-Damodar River.
..	9	31	2,719	2,759	..	22·5	20·7	16·0	16·0	..	1	1	85	87	
151	..	*1,082*	*29,282*	*30,515*	*32·0*	..	*22·0*	*21·0*	*21·0*	*5*	..	*19*	*3,69*	*3,93*	Baraset-Basirhat Light.
97	..	619	16,395	17,111	25·0	..	14·0	13·0	13·0	4	..	17	3,07	3.28	
1	*8*	*73*	*3,258*	*3,340*	*5·21*	*5·10*	*7·04*	*6·61*	*6·61*	..	..	*2*	*80*	*82*	Bengal Provincial.
1	8	64	3,181	3,254	3·51	5·71	6·98	6·74	7·33	..	1	2	76	79	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of* ***Class II and III Railways*** *for the years 1931-32 and 1932-33*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds and remissions.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	6″	*1931-32*	*16·0*	*10·0*	..	*4·00*	*4·04*	*146*	*54*	*200*	*10,320*	*51·5*	*10,79*	*20·2*
		1932-33	16·0	10·0	..	4·00	3·98	114	55	169	9,647	57·2	9,39	18·7
Bengal Doors	3′ 3⅜″	*1931-32*	*24·8*	*12·2*	*5·46*	*3·00*	*3·11*	*128*	*92*	*220*	*15,078*	*68·6*	*14,21*	*18·1*
		1932-33	24·8	12·3	5·41	3·13	3·23	119	86	205	14,775	72·0	14,98	19·5
Bhavnagar State	3′ 3⅜″	*1931-32*	*18·0*	*9·63*	..	*3·48*	*3·60*	*260*	*131*	*391*	*23,279*	*59·5*	*12,93*	*10·7*
		1932-33	17·6	9·03	..	3·44	3·55	316	133	449	26,462	58·9	14,69	10·7
Bikaner State	3′ 3⅜″	*1931-32*	*24·0*	*12·0*	*5·40*	*4·00*	*4·10*	*272*	*160*	*432*	*50,655*	*117·2*	*23,34*	*8·80*
		1932-33	24·0	12·0	5·51	4·00	4·08	222	141	363	41,365	113·8	17,22	8·00
Darjeeling Himalayan	2′ 0″	*1931-32*	*46·8*	*19·3*	..	*5·56*	*6·59*	*100*	*44*	*144*	*4,767*	*33·0*	*12,84*	*51·7*
		1932-33	44·4	18·7	..	6·01	6·99	92	37	129	4,075	31·5	11,13	52·4
Dibru Sadiya	3′ 3⅜″	*1931-32*	*22·5*	*12·2*	*6·37*	*4·01*	*4·18*	*543*	*63*	*606*	*16,640*	*27·5*	*17,75*	*20·5*
		1932-33	22·9	11·9	6·07	4·00	4·17	484	58	542	13,938	25·7	15,73	21·7
Gaekwar's Baroda State	2′ 6″	*1931-32*	*24·6*	*12·0*	*5·32*	*4·57*	*4·66*	*235*	*143*	*378*	*10,500*	*27·8*	*9,38*	*17·2*
		1932-33	23·9	11·3	7·00	4·94	4·99	270	100	370	11,876	32·1	10,97	17·7
Gondal	3′ 3⅜″	*1931-32*	*18·1*	*8·86*	..	*3·83*	*3·62*	*183*	*294*	*477*	*19,730*	*41·4*	*10,86*	*10·6*
		1932-33	17·9	8·93	..	3·50	3·61	181	278	459	17,113	37·3	10,53	11·8
Howrah-Amta Light	2′ 0″	*1931-32*	*9·00*	..	*6·00*	*4·00*	*4·17*	*45*	*14*	*59*	*1,293*	*21·9*	*1,57*	*23·3*
		1932-33	9·00	..	5·00	4·00	4·00	43	13	56	1,257	22·4	1,56	23·0
Jamnagar and Dwarka	3′ 3⅜″	*1931-32*	*19·3*	*10·4*	..	*4·47*	*4·67*	*255*	*52*	*307*	*15,538*	*50·6*	*6,29*	*7·77*
		1932-33	19·7	10·3	..	4·39	4·56	279	45	324	14,485	44·7	6,20	8·23
Junagad State	3′ 3⅜″	*1931-32*	*17·8*	*8·73*	..	*3·48*	*3·59*	*190*	*39*	*229*	*8,516*	*37·2*	*5,90*	*13·3*
		1932-33	17·6	8·55	..	3·47	3·58	176	34	210	8,001	38·2	5,37	12·9
Morvi	3′ 3⅜″	*1931-32*	*19·9*	*9·82*	..	*3·56*	*3·83*	*75*	*172*	*247*	*14,455*	*58·5*	*8,19*	*10·9*
		1932-33	18·7	9·36	..	3·56	3·82	87	144	231	13,133	56·8	6,82	9·97
Mysore	3′ 3⅜″	*1931-32*	*15·2*	*7·72*	*5·45*	*3·52*	*3·68*	*238*	*89*	*327*	*19,441*	*59·5*	*11,81*	*11·7*
		1932-33	20·7	8·02	5·36	3·52	3·66	219	90	309	18,406	59·6	10,90	11·4
	2′ 6″	*1931-32*	..	*7·11*	..	*3·19*	*3·21*	*28*	*7*	*35*	*1,525*	*43·6*	*1,25*	*15·7*
		1932-33	..	10·7	..	3·16	3·19	28	8	36	1,539	42·8	1,22	15·2
	2′ 0″	*1931-32*	..	..	..	*3·28*	*3·27*	*5*	..	*5*	*158*	*31·6*	*28*	*34·0*
		1932-33	..	..	..	3·46	3·45	7	1	8	222	27·8	36	31·1
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1931-32*	*20·0*	*12·0*	*7·50*	*4·50*	*11·0*	*58*	*28*	*86*	*4,050*	*47·9*	*4,04*	*19·2*
		1932-33	8·00	9·00	8·00	4·00	4·00	65	29	94	4,198	44·7	4,14	18·9
Total Class II Railways	..	*1931-32*	*20·6*	*10·2*	*5·54*	*3·86*	*3·96*	*2,761*	*1,382*	*4,143*	*215,945*	*52·1*	*1,51,43*	*13·6*
		1932-33	20·6	9·96	5·57	3·83	3·95	2,702	1,252	3,954	200,492	50·7	1,41,21	13·5
Class III Railways.														
Ahmedpur Katwa	2′ 6″	*1931-32*	..	*19·2*	*6·40*	*6·00*	*6·05*	*11*	*4*	*15*	*298*	*19·9*	*22*	*14·2*
		1932-33	..	24·0	6·40	6·02	6·08	15	4	19	383	20·1	28	14·0
Arrah-Sasaram Light	2′ 6″	*1931-32*	*20·0*	..	*7·50*	*4·50*	*11·0*	*50*	*7*	*57*	*1,327*	*32·1*	*1,16*	*12·2*
		1932-33	14·0	..	7·00	5·00	5·00	52	8	60	2,214	36 9	1,14	9·89
Bankura-Damoodar River	2′ 6″	*1931-32*	..	*19·2*	*8·90*	*6·00*	*6·00*	*16*	*8*	*24*	*1,010*	*42·1*	*51*	*9·70*
		1932-33	..	21·3	6·19	6·01	6·06	21	6	27	1,149	42·6	58	9·69
Baraset-Basirhat Light	2′ 6″	*1931-32*	*9·00*	..	*6·00*	*4·00*	*6·00*	*35*	*6*	*41*	*1,139*	*27·8*	*1,12*	*18·9*
		1932-33	8·00	..	5·00	4·00	4·00	22	4	26	767	29·5	76	19·0
Bengal Provincial	2′ 6″	*1931-32*	*22·6*	*10·9*	*5·50*	*4·69*	*4·73*	*10*	*6*	*16*	*223*	*13·6*	*25*	*21·7*
		1932-33	29·6	11·2	5·56	4·61	4·61	11	5	16	205	12·5	24	22·1

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway, are considered as two or more separate consignments.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of ***Class II and III Railways*** *for the years 1931-32 and 1932-33*— contd.

Railway	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1931-32*	*2*	*2,1*	*12,8*	*558,1*	*573,2*	*86,1*	*2*	*2,6*	*17,4*	*639,1*	*659,3*
		1932-33	1	1,4	10,4	392,7	404,6	63,7	2	1,8	14,0	452,3	468,3
Burdwan-Katwa	2′ 6″	*1931-32*	..	*4*	*5,1*	*289,7*	*295,2*	*9,8*	..	*4*	*5,5*	*299,1*	*305,0*
		1932-33	..	3	4,5	279,2	284,0	11,2	..	3	4,8	290,1	295,2
Cutch State	2′ 6″	*1931-32*	..	*1,8*	..	*121,6*	*123,4*	..	..	*1,8*	..	*121,6*	*123,4*
		1932-33	..	2,5	..	145,9	148,4	..	..	2,5	..	145,9	148,4
Dehri Rohtas Light	2′ 6″	*1931-32*	*1*	..	*2*	*100,0*	*100,3*	..	*1*	..	*2*	*100,0*	*100,3*
		1932-33	1	..	3	86,9	87,3	..	1	..	3	86,9	87,3
Dholpur State	2′ 6″	*1931-32*	..	*2*	..	*107,7*	*107,9*	..	..	*2*	..	*107,7*	*107,9*
		1932-33	..	2	..	136,4	136,6	..	..	2	..	136,4	136,6
Futwah-Islampur	2′ 6″	*1931-32*	*2*	..	*6,0*	*284,5*	*290,7*	*12,3*	*2*	..	*7,1*	*295,7*	*303,0*
		1932-33	2	..	5,7	254,6	260,5	12,9	2	..	6,5	266,7	273,4
Gwalior Light	2′ 6″	*1931-32*	*1*	*2,3*	..	*389,5*	*391,9*	*1,1*	*1*	*2,3*	..	*390,6*	*393,0*
		1932-33	..	2,3	..	501,5	503,8	2,0	..	2,3	..	503,5	505,8
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*7*	..	*20,3*	*792,4*	*813,4*	..	*7*	..	*20,3*	*792,4*	*813,4*
		1932-33	6	..	15,8	731,0	747,4	1	6	..	15,8	731,1	747,5
Jagadhri Light	2′ 0″	*1931-32*	..	..	*2*	*55,0*	*55,2*	..	..	..	*2*	*55,0*	*55,2*
		1932-33	1	..	2	67,0	67,3	..	1	..	2	67,0	67,3
Jessore-Jhenidah	2′ 6″	*1931-32*	..	..	*2*	*172,3*	*172,5*	..	..	..	*2*	*172,3*	*172,5*
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	†	†	†	†	†	†	†	†	†	†	†
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1931-32*	..	*3*	*8,2*	*715,4*	*723,9*	*2*	..	*3*	*8,2*	*715,6*	*724,1*
		1932-33	..	..	7,5	601,0	608,5	2	..	..	7,5	601,2	608,7
Kulasekarapatnam Light	2′ 0″	*1931-32*	..	..	..	*229,5*	*329,5*	..	..	..	..	*229,5*	*229,5*
		1932-33	..	..	..	208,1	208,1	..	..	..	..	208,1	208,1
Matheran Light	2′ 0″	*1931-32*	*1,2*	*3,5*	..	*7,3*	*12,0*	*8,2*	*1,6*	*6,8*	..	*11,8*	*20,2*
		1932-33	4	2,7	..	4,6	7,7	19,4	1,7	10,3	..	15,1	27,1
Porbandar State	3′ 3⅜″	*1931-32*	*2*	*2,5*	..	*255,5*	*258,2*	*65,4*	*3*	*4,0*	..	*319,3*	*323,6*
		1932-33	1	1,9	..	227,6	229,6	63,9	2	3,3	..	290,0	293,5
Tezpur-Balipara	2′ 6″	*1931-32*	*2*	..	*2,0*	*287,6*	*289,8*	..	*2*	..	*2,0*	*287,6*	*289,8*
		1932-33	3	..	1,7	284,4	286,4	..	3	..	1,7	284,4	286,4
Trivellore Light	2′ 0″	*1931-32*	..	..	..	*46,2*	*46,2*	..	..	..	..	*46,2*	*46,2*
		1932-33	..	..	..	44,9	44,9	..	..	..	..	44,9	44,9
Udaipur-Chittorgarh	3′ 3⅜″	*1931-32*	*7*	*2,5*	*2,4*	*472,8*	*478,4*	*65,8*	*1,3*	*4,0*	*2,4*	*536,5*	*544,2*
		1932-33	5	2,7	2,3	499,1	504,6	62,1	1,2	4,4	2,3	558,8	566,7
Total Class III Railways	..	*1931-32*	*9,2*	*17,8*	*124,6*	*7,652,0*	*7,803,6*	*336,7*	*10,4*	*25,0*	*134,4*	*7,970,5*	*8,140,2*
		1932-33	6,9	15,8	107,9	6,908,8	7,039,4	315,7	9,2	27,4	116,7	7,201,8	7,355,1

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

† Not available.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried. *				
			1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd	Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bakhtiarpur-Bihar Light	2′ 6″	*1931-32*	*4*	*45*	*324*	*11,045*	*11,418*	*20·0*	*17·0*	*19·0*	*17·0*	*17·0*
		1932-33	4	46	344	8,105	8,499	28·0	25·0	24·0	17·0	17·0
Burdwan-Katwa	2′ 6″	*1931-32*	..	*9*	*108*	*3,789*	*3,906*	..	*22·5*	*19·6*	*12·7*	*12·8*
		1932-33	..	8	95	3,714	3,817	..	26·7	19·6	12·9	12·9
Cutch-State	2′ 6″	*1931-32*	..	*69*	..	*3,387*	*3,456*	..	*38·3*	..	*27·9*	*28·0*
		1932-33	..	99	..	4,340	4,439	..	39·6	..	29·7	29·9
Dehri Rohtas Light	2′ 6″	*1931-32*	*2*	..	*5*	*969*	*976*	*20·0*	..	*18·0*	*9·00*	*9·00*
		1932-33	1	..	5	1,141	1,147	18·0	..	18·0	13·0	13·0
Dholpur State	2′ 6″	*1931-32*	..	*5*	..	*2,112*	*2,117*	..	*29·3*	..	*19·6*	*19·6*
		1932-33	..	5	..	2,943	2,948	..	28·1	..	21·6	21·6
Futwah-Islampur	2′ 6″	*1931-32*	*4*	..	*93*	*4,513*	*4,610*	*16·0*	..	*13·0*	*15·0*	*15·0*
		1932-33	3	..	94	3,642	3,739	16·0	..	14·0	13·0	13·0
Gwalior Light	2′ 6″	*1931-32*	*5*	*107*	..	*10,814*	*10,926*	*73·0*	*46·0*	..	*28·0*	*28·0*
		1932-33	2	94	..	13,322	13,418	65·0	35·0	..	25·0	25·0
Howrah-Sheakhala Light	2′ 0″	*1931-32*	*10*	..	*119*	*6,519*	*6,648*	*15·0*	..	*6·00*	*8·00*	*8·00*
		1932-33	9	..	94	5,955	6,058	14·0	..	5·00	8·00	8·00
Jagadhri Light	2′ 0″	*1931-32*	..	..	*1*	*182*	*183*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1932-33	..	..	1	222	223	3·31	..	3·31	3·31	3·31
Jessore-Jhenidah	2′ 6″	*1931-32*	..	*1*	*5*	*1,826*	*1,832*	*28·0*	*23·0*	*22·0*	*10·0*	*11·0*
		1932-33	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	†	†	†	†	†	†	†	†	†	†
		1932-33	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1931-32*	..	*5*	*30*	*6,186*	*6,221*	..	*16·7*	*3·70*	*8·60*	*8·60*
		1932-33	..	..	30	4,913	4,943	..	..	3·75	8·17	8·12
Kulasekarapatnam Light	2′ 0″	*1931-32*	..	..	..	*2,224*	*2,224*	..	..	..	*9·69*	*9·69*
		1932-33	..	..	..	2,114	2,114	..	..	..	10·2	10·2
Matheran Light	2′ 0″	*1931-32*	*2*	*3*	..	*4*	*9*	*1·25*	*0·44*	*0·31*	*0·34*	*0·45*
		1932-33	2	3	..	5	10	1·18	0·29	..	0·33	0·37
Porbandar State	3′ 3⅜″	*1931-32*	*10*	*125*	..	*6,370*	*6,505*	*32·8*	*30·9*	..	*20·0*	*20·1*
		1932-33	7	100	..	6,297	6,404	31·2	30·3	..	21·7	21·8
Tezpore-Balipara	2′ 6″	*1931-32*	*4*	..	*26*	*2,634*	*2,664*	*21·0*	..	*13·0*	*9·17*	*9·19*
		1932-33	4	..	23	2,569	2,596	13·3	..	13·5	9·03	9·06
Trivellore Light	2′ 0″	*1931-32*	..	..	..	*110*	*110*	..	..	..	*2·37*	*2·37*
		1932-33	..	..	..	106	106	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3⅜″	*1931-32*	*71*	*244*	*107*	*19,755*	*20,177*	*54·6*	*60·8*	*44·4*	*36·8*	*37·1*
		1932-33	79	261	109	21,127	21,576	64·9	59·4	48·5	37·8	38·1
Total Class III Railways	..	*1931-32*	*285*	*641*	*2,264*	*131,016*	*134,206*	*27·4*	*25·6*	*16·8*	*16·4*	*16·6*
		1932-33	232	641	1,725	114,574	117,172	25·2	23·4	14·8	15·9	15·9

*Columns 23 to 27, 39, 40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

Class II and III Railways for the years 1931-32 and 1932-33—concld.

Earnings from passengers carried (excluding refunds and remissions) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).							
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.	Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from toos carried exclduing refunds & remissions (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		Class III—*concld.*
..	*3*	*13*	*2,30*	*2,46*	*20·0*	*12·0*	*7·50*	*4·00*	*4·13*	*45*	*23*	*68*	*1,298*	*19·2*	*1,33*	*19·6*	Bukhtiarpur-Bihar Light.
..	2	9	1,48	1,59	13·0	9·00	6·00	4·00	4·00	38	26	64	1,170	18·3	1,10	18·1	
..	*1*	*5*	*1,18*	*1,24*	..	*21·3*	*8·90*	*6·00*	*6·10*	*20*	*10*	*30*	*662*	*22·1*	*43*	*12·5*	Burdwan-Katwa.
..	1	4	1,16	1,21	..	24·0	8·08	6·00	6·09	21	7	28	627	22·4	40	12·2	
..	*3*	..	*74*	*77*	..	*8·08*	..	*4·20*	*4·27*	*27*	..	*27*	*515*	*18·9*	*41*	*15·1*	Cutch-State.
..	4	..	92	96	..	8·07	..	4·06	4·15	36	..	36	702	19·5	50	13·7	
..	..	..	*25*	*25*	*20·0*	..	*7·00*	*3·75*	*5·04*	*83*	*7*	*90*	†	†	*1,45*	†	Debri Rohtas Light.
..	..	..	23	23	20·0	..	7·00	3·75	3·85	70	7	77	†	†	1,25	†	
..	..	..	*44*	*44*	..	*15·0*	..	*4·00*	*4·02*	*59*	*3*	*62*	*2,264*	*36·7*	*1,01*	*8·53*	Dholpur-State.
..	..	..	62	62	..	15·0	..	4·00	4·02	60	2	62	2,368	38·5	1,01	8·17	
..	..	*4*	*94*	*98*	*20·0*	..	*7·50*	*4·00*	*4·08*	*11*	*8*	*19*	*323*	*17·0*	*29*	*17·2*	Futwah-Islampur.
..	..	4	85	89	21·0	..	8.00	4·00	5·00	6	7	13	230	17·7	22	18·4	
1	*7*	..	*2,81*	*2,89*	*30·0*	*12·0*	..	*5·00*	*5·00*	*121*	*29*	*150*	*5,888*	*39·0*	*3,65*	*12·0*	Gwalior Light.
..	5	..	3,36	3,41	27·0	12·0	..	5·00	5·00	151	22	173	6,726	38·9	4,15	11·9	
..	..	*3*	*1,23*	*1,26*	*9·00*	..	*6·00*	*4·00*	*6·00*	*11*	*3*	*14*	*209*	*14·8*	*29*	*26·6*	Howrah-Sheakhala Light.
..	..	2	1,15	1,17	9·00	..	5·00	4·00	4·00	11	3	14	189	13·5	30	30·5	
..	..	..	*4*	*4*	*21·8*	..	*7·25*	*3·62*	*3·66*	*5*	..	*5*	*15*	*3·31*	*5*	*66·0*	Jagadhri Light.
..	..	..	4	4	21·5	..	7·28	3·56	3·59	5	..	5	17	3·31	7	73·5	
..	..	..	*29*	*29*	*16·0*	*8·00*	*6·00*	*3·00*	*3·50*	*4*	*4*	*8*	*164*	*21·0*	*29*	*20·0*	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	*1*	*1*	*1.49*	*1,51*	..	*38·4*	*6·40*	*4·60*	*4·70*	*55*	*12*	*67*	*1,312*	*19·6*	*82*	*12·0*	Kalighat-Falta.
..	..	1	1,19	1,20	..	..	6·40	4·65	4·70	41	7	48	948	19·7	57	11·5	
..	..	..	*69*	*69*	..	..	..	*6·00*	*6·00*	*17*	..	*17*	*182*	*10·5*	*44*	*46·6*	Kulasekarapatnam Light.
..	..	..	66	66	..	..	..	5·99	5·99	17	..	17	181	10·9	43	45·9	
10	*33*	..	*32*	*75*	*5·00*	*11·0*	..	*8·00*	*8·00*	*1*	*2*	*3*	*2*	*1·00*	*16*	*8·00*	Matheran Light.
6	26	..	21	53	6·00	9·00	..	4·00	5·00	..	1	1	3	2·85	11	8·00	
1	*6*	..	*1,15*	*1,22*	*18·0*	*8·96*	..	*3·48*	*3·61*	*127*	*12*	*139*	*3,528*	*25·3*	*1,73*	*9·44*	Porbandar State.
1	5	..	1,13	1,19	17·9	8·96	..	3·46	3·56	109	9	118	2,879	24·3	1,59	10·6	
..	..	*1*	*62*	*63*	*20·0*	..	*7·00*	*4·50*	*4·55*	*17*	..	*17*	*859*	*50·0*	*94*	*21·0*	Tezpore-Balipara.
..	..	1	60	61	20·3	..	7·09	4·50	4·55	13	..	13	671	51·6	76	21·8	
..	..	..	*3*	*3*	..	..	..	*6·00*	*6·00*	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	3	3	..	..	..	6·00	6·00	..	..	..	..	..	..	..	
9	*15*	*2*	*3,07*	*3,33*	*23·8*	*11·7*	*4·64*	*2·98*	*3·17*	*25*	*32*	*57*	*2,560*	*44·9*	*1,88*	*14·1*	Udaipur-Chitorgarh.
10	16	2	3,29	3,57	23·5	11·7	4·45	2·99	3·18	37	27	64	2,605	40·7	1,82	13·4	
28	*71*	*61*	*26,26*	*27,86*	*20·4*	*21·5*	*5·17*	*3·85*	*3·99*	*750*	*176*	*926*	*24,278*	*26·2*	*18,43*	*14·6*	Total Class III Rys.
23	62	51	24,56	25,92	19·0	18·6	5·68	4·12	4·25	736	145	881	24,034	27·3	17,28	13·8	

† Not available.

37.—*Statistics of engine miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	†† Steam Coach miles.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1931-32*	*294*	*219*	*26*	*539*	*75*	*16*	*91*	*630*	*2*	*97*	*Nil*	*12,588*	*Nil*	*Nil*	*12,588*
		1932-33	202	205	12	419	75	13	88	507	Nil	99	,,	12,113	,,	,,	12,113
Bengal Doars.	3′ 3⅜″	*1931-32*	*1*	*285*	*37*	*339*	*16*	*13*	*29*	*368*	,,	*Nil*	,,	*6,012*	,,	,,	*6,012*
		1932-33	1	290	19	326	26	13	39	365	,,	,,	,,	6,798	,,	,,	6,798
Bhavnagar State.	3′ 3⅜″	*1931-32*	*289*	*266*	*87*	*646*	*158*	*16*	*174*	*820*	*5*	*10*	*308*	*17,872*	*37*	,,	*18,195*
		1932-33	290	266	93	661	164	7	171	832	5	8	Nil	17,835	35	,,	17,869
Bikaner State.	3′ 3⅜″	*1931-32*	*8*	*878*	*100*	*1,000*	*89*	*24*	*113*	*1,113*	*Nil*	*Nil*	,,	*22,891*	*106*	,,	*22,933*
		1932-33	21	869	59	968	80	18	98	1,066	,,	,,	,,	20,598	20	,,	20,618
Darjeeling-Himalayan.	2′ 0″	*1931-32*	*37*	*264*	*252*	*553*	*44*	*20*	*64*	*617*	,,	,,	,,	*13,134*	,,	,,	*13,134*
		1932-33	37	253	227	517	40	21	61	578	,,	,,	,,	11,953	,,	,,	11,953
Dibru-Sadiya	3′ 3⅜″	*1931-32*	*Nil*	*244*	*85*	*329*	*163*	*3*	*166*	*495*	,,	,,	,,	*10,831*	,,	,,	*10,831*
		1932-33	,,	269	82	351	156	3	159	510	,,	,,	,,	11,678	,,	,,	11,678
Gaekwar's Baroda State.	2′ 6″	*1931-32*	*32*	*475*	*14*	*‡531*	*108*	*7*	*115*	*‡646*	*13*	*10*	,,	*8,804*	*69*	*5*	**8,840*
		1932-33	52	485	16	‡562	117	2	119	‡681	17	††26	,,	8,612	68	15	8,666
Gondal	3′ 3⅜″	*1931-32*	*104*	*275*	*60*	*469*	*141*	*19*	*160*	*629*	*Nil*	*Nil*	,,	*14,191*	*52*	*Nil*	*14,212*
		1932-33	138	260	39	454	132	15	147	601	,,	,,	,,	13,095	43	,,	13,112
Howrah-Amta Light.	2′ 0″	*1931-32*	*146*	*118*	*10*	*273*	*8*	*1*	*9*	*282*	,,	,,	,,	*3,904*	*Nil*	,,	*3,904*
		1932-33	154	104	9	267	5	2	7	274	,,	,,	,,	3,389	,,	,,	3,389
Jamnagar and Dwarka.	3′ 3⅜″	*1931-32*	*78*	*141*	*50*	*278*	*88*	*1*	*89*	*367*	*19*	,,	,,	*9,276*	*151*	,,	*9,336*
		1932-33	76	124	34	237	72	Nil	72	309	37	,,	,,	9,102	132	,,	9,155
Junagad State.	3′ 3⅜″	*1931-32*	*68*	*183*	*12*	*264*	*56*	*2*	*58*	*322*	*Nil*	,,	,,	*7,552*	*57*	,,	*7,575*
		1932-33	74	188	8	274	31	1	32	306	,,	,,	,,	6,727	50	,,	6,747
Morvi	3′ 3⅜″	*1931-32*	*139*	*145*	*18*	*313*	*54*	*Nil*	*54*	*367*	,,	,,	,,	*9,714*	*105*	,,	*9,756*
		1932-33	128	145	11	312	52	,,	52	364	,,	,,	,,	8,647	105	,,	8,689
Mysore	3′ 3⅜″	*1931-32*	*321*	*308*	*123*	*783*	*177*	,,	*177*	*960*	,,	,,	,,	*19,934*	*16*	,,	*19,940*
		1932-33	**472	352	79	918	148	,,	148	1,066	,,	,,	,,	22,084	6	,,	22,085
	2′ 6″	*1931-32*	*17*	*132*	*1*	*150*	*11*	,,	*11*	*161*	,,	,,	,,	*2,798*	*Nil*	,,	*2,798*
		1932-33	29	166	1	196	22	,,	22	218	,,	,,	,,	3,267	,,	,,	3,267
	2′ 0″	*1931-32*	*Nil*	*20*	*8*	*28*	*4*	,,	*4*	*32*	,,	,,	,,	*511*	,,	,,	*511*
		1932-33	,,	20	10	30	10	,,	10	40	,,	,,	,,	601	,,	,,	601
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1931-32*	,,	*125*	*4*	*131*	*10*	,,	*10*	*141*	,,	,,	,,	*2,273*	*10*	,,	*2,277*
		1932-33	,,	133	6	139	9	1	10	149	,,	,,	,,	2,307	6	,,	2,310
Total Class II Railways.	..	*1931-32*	*1,534*	*4,078*	*887*	*6,626*	*1,202*	*122*	*1,324*	*7,950*	*39*	*117*	*308*	*162,285*	*603*	*5*	*162,842*
		1932-33	1,674	4,129	705	6,631	1,139	96	1,235	7,866	59	133	Nil	158,806	465	15	159,050
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1931-32*	*Nil*	*73*	*Nil*	*77*	*28*	*14*	*42*	*119*	*Nil*	*Nil*	*Nil*	*839*	*Nil*	*Nil*	*839*
		1932-33	,,	73	,,	76	16	28	44	120	,,	,,	,,	1,002	,,	,,	1,002
Arrah-Sasaram Light.	2′ 6″	*1931-32*	*29*	*88*	*2*	*119*	*9*	*Nil*	*9*	*128*	,,	,,	,,	*1,500*	,,	,,	*1,500*
		1932-33	18	90	5	113	10	,,	10	123	,,	,,	,,	1,367	,,	,,	1,367
Bankura Damoodar River.	2′ 6″	*1931-32*	*5*	*108*	*2*	*117*	*22*	*36*	*58*	*175*	,,	,,	,,	*1,357*	,,	,,	*1,357*
		1932-33	Nil	110	Nil	111	10	34	44	155	,,	,,	,,	1,261	,,	,,	1,261

* Includes light, assisting required, assisting not required, siding and departmental.
† Excluding departmental.
‡ Includes rail motor car miles and steam coach miles.
§ Including Departmental.
†† Includes 25 Internal Combustion miles.
** Includes 22 Rail Motor Car miles.

and III Railways for the years 1931-32 and 1932-33.

(b) Total of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*207*	*Nil*	*207*	*Nil*	*12,795*	*Nil*	*Nil*	*12,795*	*Nil*	*6·20*	*Nil*	*Nil*	*Nil*	*12·1*	*Nil*	*Nil*	Barsi Light.
,,	192	,,	192	,,	12,305	,,	,,	12,305	,,	6·08	,,	,,	,,	12·9	,,	,,	
,,	*94*	,,	*94*	,,	*6,106*	,,	,,	*6,106*	,,	*4·50*	,,	,,	,,	*11·5*	,,	,,	Bengal Doars.
,,	689	,,	689	,,	7,487	,,	,,	7,487	,,	4·00	,,	,,	,,	12·0	,,	,,	
,,	*1,324*	,,	*1,324*	*308*	*19,196*	*37*	,,	*19,519*	*10·0*	*9·64*	*16·3*	,,	*18·0*	*19·5*	*16·3*	,,	Bhavnagar State.
,,	1,377	,,	1,377	Nil	19,212	35	,,	19,246	Nil	10·0	12·0	,,	Nil	19·2	12·0	,,	
,,	*5,073*	,,	*5,073*	,,	*27,964*	*106*	,,	*28,006*	,,	*4·73*	*10·0*	,,	,,	*15·6*	*10·0*	,,	Bikaner State.
,,	2,141	,,	2,141	,,	22,739	20	,,	22,759	,,	4·52	10·0	,,	,,	15·1	10·0	,,	
,,	*2,080*	,,	*2,080*	,,	*15,214*	*Nil*	,,	*15,214*	,,	*5·06*	*Nil*	,,	,,	*11·5*	*Nil*	,,	Darjeeling-Himalayan.
,,	2,220	,,	2,220	,,	14,173	,,	,,	14,173	,,	4·16	,,	,,	,,	11·5	,,	,,	
,,	*3,818*	,,	*3,818*	,,	*14,649*	,,	,,	*14,649*	,,	*8·75*	,,	,,	,,	*13·0*	,,	,,	Dibru-Sadiya.
,,	3,636	,,	3,636	,,	15,314	,,	,,	15,314	,,	9·18	,,	,,	,,	13·0	,,	,,	
,,	*926*	*19*	*934*	,,	*9,730*	*88*	*5*	*9,774*	,,	*4·90*	*6·50*	*455·0*	,,	*16·9*	*8·30*	*455·0*	Gaekwar's Baroda Seate.
,,	500	8	503	,,	9,112	76	15	9,169	,,	4·80	6·50	69·4	,,	18·2	10·1	76·0	
,,	*342*	*8*	*345*	,,	*14,533*	*60*	*Nil*	*14,557*	,,	*22·4*	*16·2*			*22·6*	*16·2*	*Nil.*	Gondal.
,,	500	8	503	,,	13,595	51	,,	13,615	,,	22·4	16·2	*Nil*	,,	22·6	16·2	,,	
,,	*1,237*	*Nil*	*1,237*	,,	*5,141*	*Nil*	,,	*5,141*	,,	*4·00*	*Nil*	,,	,,	*8·86*	*Nil*	,,	Howrah-Amta Light.
,,	1,240	,,	1,240	,,	4,629	,,	,,	4,629	,,	3·75	,,	,,	,,	8·98	,,	,,	
,,	*122*	,,	*122*	,,	*9,398*	*151*	,,	*9,458*	,,	*4·33*	*15·1*	,,	,,	*20·1*	*15·0*	,,	Jamnagar and Dwarka.
,,	102	,,	102	,,	9,204	132	,,	9,257	,,	3·55	15·2	,,	,,	19·1	15·2	,,	
,,	*543*	*32*	*556*	,,	*8,095*	*89*	,,	*8,131*	,,	*16·6*	*10·0*	,,	,,	*17·7*	*10·0*	,,	Junagad State.
,,	449	11	453	,,	7,176	61	,,	7,200	,,	14·8	10·0	,,	,,	15·9	10·0	,,	
,,	*186*	*8*	*189*	,,	*9,900*	*113*	,,	*9,945*	,,	*5·08*	*4·15*	,,	,,	*18.2*	*4·15*	,,	Morvi.
,,	183	8	186	,,	8,830	113	,,	8,875	,,	5·04	4·80	,,	,,	15·6	4·80	,,	
,,	*2,085*	*9*	*2,089*	,,	*22,019*	*25*	,,	*22,029*	,,	*5·00*	*7·19*	,,	,,	*15·5*	*7·19*	,,	Mysore.
,,	1,705	Nil	1,705	,,	23,789	6	,,	23,790	,,	5·00	7·19	,,	,,	15·7	7·19	,,	
,,	*12*	,,	*12*	,,	*2,810*	*Nil*	,,	*2,810*	,,	*5·00*	*Nil*	,,	,,	*16·2*	*Nil*	,,	
,,	2	,,	2	,,	3,269	,,	,,	3,269	,,	5·00	,,	,,	,,	16·2	,,	,,	
,,	*20*	,,	*20*	,,	*531*	,,	,,	*531*	,,	*5·00*	,,	,,	,,	*16·4*	,,	,,	
,,	6	,,	6	,,	607	,,	,,	607	,,	5·00	,,	,,	,,	16·4	,,	,,	
,,	*385*	*1*	*385*	,,	*2,658*	*11*	,,	*2,662*	,,	*5·00*	*13·5*	,,	,,	*13·8*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	333	5	335	,,	2,641	11	,,	2,645	,,	3·50	13·5	,,	,,	13·3	13·5	,,	
Nil	*18,454*	*77*	*18,485*	*308*	*130,739*	*680*	*5*	*181,327*									Total Class II Railways.
,,	15,275	40	15,290	Nil	174,082	505	15	174,340									
																	Class III.
Nil	*90*	*Nil*	*90*	*Nil*	*929*	*Nil*	*Nil*	*929*	*Nil*	*4·75*	*Nil*	*Nil*	*Nil*	*8·65*	*Nil*	*Nil*	Ahmadpur. Katwa.
,,	96	,,	96	,,	1,098	,,	,,	1,098	,,	2·70	,,	,,	,,	6·35	,,	,,	
,,	*447*	,,	*447*	,,	*1,947*	,,	,,	*1,947*	,,	*2·75*	,,	,,	,,	*8·17*	,,	,,	Arrah-Sasaram Light.
,,	317	,,	317	,,	1,684	,,	,,	1,684	,,	2·75	,,	,,	,,	8·78	,,	,,	
,,	*456*	,,	*456*	,,	*1,813*	,,	,,	*1,813*	,,	*4·75*	,,	,,	,,	*6·95*	,,	,,	Bankura Damoodar River.
,,	394	,,	394	,,	1,655	,,	,,	1,655	,,	2·64	,,	,,	,,	5·38	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.
(b) Figures relating to Oil Fuel in respect to total of coal consumed for other than locomotive purposes are 'Nil'.

37.—*Statistics of engine miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). Cols. 7 + 10.	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1931-32*	*203*	*14*	*7*	*224*	*6*	*Nil*	*6*	*230*	*Nil*	*Nil*	*Nil*
		1932-33	201	13	9	222	8	,,	8	230	,,	,,	,,
Bengal Provincial.	2′ 6″	*1931-32*	*1*	*96*	*Nil*	*97*	*8*	*2*	*10*	*107*	,,	,,	,,
		1932-33	1	92	,,	93	8	2	10	103	,,	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	*4*	*66*	*3*	*73*	*12*	*1*	*13*	*86*	,,	,,	,,
		1932-33	Nil	69	1	70	11	*Nil*	11	81	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1931-32*	*36*	*97*	*1*	*136*	*23*	*35*	*58*	*194*	,,	,,	,,
		1932-33	36	97	*Nil*	134	27	36	63	197	,,	,,	,,
Cutch State	2′ 6″	*1931-32*	*1*	*54*	,,	*57*	*9*	*12*	*21*	*78*	,,	,,	,,
		1932-33	3	56	2	62	9	16	25	87	81	,,	,,
Dehri-Rohtas Light.	2′ 6″	*1931-32*	*Nil*	*48*	*Nil*	*48*	*9*	*Nil*	*9*	*57*	*Nil*	,,	,,
		1932-33	,,	44	,,	44	9	,,	9	53	,,	,,	,,
Dholpur-State.	2′ 6″	*1931-32*	,,	*59*	,,	*59*	*13*	*2*	*15*	*74*	*2*	,,	,,
		1932-33	2	59	,,	61	14	1	15	76	2	,,	,,
Futwah-Islampur.	2′ 6″	*1931-32*	*12*	*41*	,,	*53*	*3*	*Nil*	*3*	*56*	*Nil*	,,	,,
		1932-33	11	39	,,	50	2	,,	2	52	,,	,,	,,
Gwalior Light.	2′ 6″	*1931-32*	*5*	*204*	*39*	*248*	*44*	*6*	*50*	*298*	,,	,,	,,
		1932-33	5	240	40	289	44	12	56	345	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1931-32*	*18*	*54*	*1*	*73*	*2*	*Nil*	*2*	*75*	,,	,,	,,
		1932-33	18	51	1	70	2	,,	2	72	,,	,,	,,
Jagadhri Light.	2′ 0″	*1931-32*	*Nil*	*7*	*Nil*	*7*	*1*	,,	*1*	*8*	,,	,,	,,
		1932-33	,,	10	,,	10	1	,,	1	11	,,	,,	,,
Jessore-Jhenidah.	2′ 6″	*1931-32*	,,	*64*	,,	*65*	*4*	*1*	*5*	*70*	*2*	,,	,,
		1932-33	†	†	†	†	†	†	†	†	†	†	†
Jorhat (Provincial).	2′ 0″	*1931-32*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1932-33	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1931-32*	*61*	*80*	*2*	*143*	*45*	*95*	*140*	*283*	*Nil*	*Nil*	*Nil*
		1932-33	59	80	*Nil*	141	7	114	121	262	,,	,,	,,
Kulasekarapatnam Light.	2′ 6″	*1931-32*	*Nil*	*1*	*6*	*7*	*Nil*	*Nil*	*Nil*	*7*	*53*	,,	,,
		1932-33	,,	1	6	7	,,	,,	,,	7	58	,,	,,
Matheran Steam Tramway.	2′ 0″	*1931-32*	*9*	*Nil*	*3*	*12*	,,	,,	,,	*12*	*8*	,,	,,
		1932-33	10	1	2	13	,,	1	1	14	10	,,	,,
Porbandar State.	3′ 3⅜″	*1931-32*	*9*	*47*	*16*	*72*	*17*	*Nil*	*17*	*89*	*Nil*	,,	,,
		1932-33	Nil	51	13	65	14	,,	14	79	,,	,,	,,
Tezpore-Balipara Light.	2′ 6″	*1931-32*	,,	*Nil*	*Nil*	*32*	*Nil*	,,	*Nil*	*32*	,,	,,	,,
		1932-33	,,	,,	,,	31	,,	,,	,,	31	,,	,,	,,
Trivellore Light.	2′ 0″	*1931-32*	*4*	,,	,,	*4*	,,	,,	,,	*4*	,,	,,	,,
		1932-33	4	,,	,,	4	,,	,,	,,	4	,,	,,	,,
Udaipur-Chittorgarh	3′ 3⅜″	*1931-32*	*103*	*31*	*34*	*168*	*15*	*8*	*23*	*191*	,,	,,	,,
		1932-33	103	52	30	188	12	7	19	207	,,	,,	,,
Total Class III Railways.	..	*1931-32*	*500*	*1,232*	*116*	*1,891*	*270*	*212*	*482*	*2,373*	*65*	*Nil*	*Nil*
		1932-33	471	1,228	109	1,854	204	251	455	2,309	151	,,	,,

* Includes light, assisting required, assisting

‡ Information not available.

§ Excluding departmental.

** Including Departmental.

† Line closed from 1st April 1933. Figures not available.

(*a*) 2½ Tons of Wood=1 Ton of Coal and 0·55

and III Railways for the years 1931-32 and 1932-33—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Nil	*2,684*	*Nil*	*Nil*	*2,684*	*Nil*	*797*	*Nil*	*Nil*	*797*	*Nil*	*3,481*	*Nil*	*Nil*	*3,481*	Class III—*contd.*
,,	2,805	,,	,,	2,805	,,	902	,,	,,	902	,,	3,707	,,	,,	3,707	Baraset-Basirhat Light.
,,	*1,592*	,,	,,	*1,592*	,,	*Nil*	,,	,,	*Nil*	,,	*1,592*	,,	,,	*1,592*	Bengal Provincial.
,,	1,560	,,	,,	1,560	,,	120	,,	,,	120	,,	1,680	,,	,,	1,680	
,,	*1,089*	,,	,,	*1,089*	,,	*321*	,,	,,	*321*	,,	*1,410*	,,	,,	*1,410*	Bukhtiarpur-Bihar Light.
,,	961	,,	,,	961	,,	378	,,	,,	378	,,	1,339	,,	,,	1,339	
,,	*1,422*	,,	,,	*1,422*	,,	*345*	,,	,,	*345*	,,	*1,767*	,,	,,	*1,767*	Burdwan-Katwa.
,,	1,531	,,	,,	1,531	,,	336	,,	,,	336	,,	1,867	,,	,,	1,867	
,,	*889*	*14*	,,	*895*	,,	*20*	,,	,,	*20*	,,	*909*	*14*	,,	*915*	Cutch State.
,,	1,059	13	,,	1,064	,,	38	,,	,,	38	,,	1,097	13	,,	1,102	
,,	*1,395*	*Nil*	,,	*1,395*	,,	*152*	,,	,,	*152*	,,	*1,547*	*Nil*	,,	*1,547*	Dehri-Rohtas Light.
,,	1,221	,,	,,	1,221	,,	135	,,	,,	135	,,	1,356	,,	,,	1,356	
,,	*1,235*	*5*	,,	*1,237*	,,	*Nil*	,,	,,	*Nil*	,,	*1,235*	*5*	,,	*1,237*	Dholpur-State.
,,	1,180	6	,,	1,183	,,	,,	,,	,,	,,	,,	1,180	6	,,	1,183	
,,	*565*	*Nil*	,,	*565*	,,	*142*	,,	,,	*142*	,,	*707*	*Nil*	,,	*707*	Futwah-Islampur.
,,	557	,,	,,	557	,,	89	,,	,,	89	,,	646	,,	,,	646	
,,	*4,729*	*1*	,,	*4,729*	,,	*160*	*5*	,,	*162*	,,	*4,889*	*6*	,,	*4,891*	Gwalior Light.
,,	5,549	3	,,	5,549	,,	109	2	,,	109	,,	5,658	5	,,	5,658	
,,	*1,003*	*Nil*	,,	*1,003*	,,	*318*	*Nil*	,,	*318*	,,	*1,321*	*Nil*	,,	*1,321*	Howrah-Sheakhala Light.
,,	847	,,	,,	847	,,	310	,,	,,	310	,,	1,157	,,	,,	1,157	
,,	*116*	*1*	,,	*116*	,,	*18*	,,	,,	*18*	,,	*134*	*1*	,,	*134*	Jagadhri Light.
,,	103	1	,,	103	,,	15	,,	,,	15	,,	118	1	,,	118	
,,	*1,477*	*Nil*	*1*	*1,479*	,,	*Nil*	,,	*8*	*15*	,,	*1,477*	*Nil*	*9*	*1,494*	Jessore-Jhenidah.
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
Nil	*1,035*	*Nil*	*Nil*	*1,035*	*Nil*	*73*	*Nil*	*Nil*	*73*	*Nil*	*1,108*	*Nil*	*Nil*	*1,108*	Jorhat (Provincial).
,,	937	,,	,,	937	,,	309	,,	,,	309	,,	1,246	,,	,,	1,246	
,,	*1,782*	,,	,,	*1,782*	,,	*347*	,,	,,	*347*	,,	*2,129*	,,	,,	*2,129*	Kalighat-Falta.
,,	1,955	,,	,,	1,955	,,	287	,,	,,	287	,,	2,242	,,	,,	2,242	
,,	*Nil*	,,	*50*	*91*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*50*	*91*	Kulasekara-patnam Light.
,,	,,	,,	56	102	,,	,,	,,	,,	,,	,,	,,	,,	56	102	
,,	*350*	,,	*Nil*	*350*	,,	,,	,,	,,	,,	,,	*350*	,,	*Nil*	*350*	Matheran Steam Tramway.
,,	436	,,	,,	436	,,	,,	,,	,,	,,	,,	436	,,	,,	436	
,,	*2,045*	*5*	,,	*2,047*	,,	*73*	,,	,,	*73*	,,	*2,118*	*5*	,,	*2,120*	Porbandar State.
,,	1,743	5	,,	1,745	,,	41	,,	,,	41	,,	1,784	5	,,	1,786	
,,	*667*	*Nil*	,,	*667*	,,	*133*	,,	,,	*133*	,,	*800*	*Nil*	,,	*800*	Tezpore-Balipara Light.
,,	621	,,	,,	621	,,	127	,,	,,	127	,,	748	,,	,,	748	
,,	*64*	*6*	,,	*66*	,,	*Nil*	,,	,,	*Nil*	,,	*64*	*6*	,,	*66*	Trivellore Light.
,,	46	10	,,	50	,,	,,	,,	,,	,,	,,	46	10	,,	50	
,,	*3,866*	*5*	,,	*3,868*	,,	*1,643*	,,	,,	*1,643*	,,	*5,509*	*5*	,,	*5,511*	Udaipur-Chittorgarh.
,,	3,926	37	,,	3,940	,,	2,007	,,		2,007	,,	5,933	37	,,	5,947	
Nil	*31,701*	*37*	*51*	*31,808*	*Nil*	*5,535*	*6*	*8*	*5,552*	*Nil*	*37,236*	*42*	*59*	*37,360*	Total Class III Railways.
,,	30,667	75	56	30,797	,,	6,010	2	Nil	6,010	,,	36,677	77	56	36,807	

not required, siding and departmental.

Ton of Oil fuel = 1 Ton of Coal.

37.—Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1931-32 and 1932-33—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2′ 6″	*1931-32*	*Nil*	*4·00*	*Nil*	*Nil*	*Nil*	*10·0*	*Nil*	*Nil*
		1932-33	,,	3·75	,,	,,	,,	10·2	,,	,,
Bengal Provincial	2′ 6″	*1931-32*	,,	*2·38*	,,	,,	,,	*6·25*	,,	,,
		1932-33	,,	2·88	,,	,,	,,	6·25	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1931-32*	,,	*2·75*	,,	,,	,,	*7·98*	,,	,,
		1932-33	,,	2·75	,,	,,	,,	8·66	,,	,,
Burdwan-Katwa	2′ 6″	*1931-32*	,,	*4·75*	,,	,,	,,	*8·65*	,,	,,
		1932-33	,,	2·70	,,	,,	,,	6·35	,,	,,
Cutch State	2′ 6″	*1931-32*	,,	*	*6·00*	,,	,,	*26·0*	*6·00*	,,
		1932-33	,,	23·0	7·00	,,	,,	23·0	7·00	,,
Dehri-Rohtas Light	2′ 6″	*1931-32*	,,	*4·13*	*Nil*	,,	,,	*9·13*	*Nil*	,,
		1932-33	,,	3·67	,,	,,	,,	8·66	,,	,,
Dholpur-State	2′ 6″	*1931-32*	,,	*5·25*	*8·75*	,,	,,	*14·7*	*9·40*	,,
		1932-33	,,	4·50	8·40	,,	,,	15·1	9·16	,,
Futwah-Islampur	2′ 6″	*1931-32*	,,	*2·75*	*Nil*	,,	,,	*7·86*	*Nil*	,,
		1932-33	,,	2·75	,,	,,	,,	8·50	,,	,,
Gwalior-Light	2′ 6″	*1931-32*	,,	*5·00*	*10·0*	,,	,,	*13·4*	*10·0*	,,
		1932-33	,,	5·00	Nil	,,	,,	14·2	10·0	,,
Howrah-Sheakhala Light	2′ 0″	*1931-32*	,,	*4·00*	,,	,,	,,	*8·86*	*Nil*	,,
		1932-33	,,	3·75	,,	,,	,,	8·98	,,	,,
Jagadhri Light	2′ 0″	*1931-32*	,,	*5·75*	*15·0*	,,	,,	*14·5*	*15·0*	,,
		1932-33	,,	*Nil*	15·5	,,	,,	13·0	15·5	,,
Jessore-Jhenidah	2′ 6″	*1931-32*	,,	*3·50*	*Nil*	*243·1*	,,	*8·00*	*Nil*	*243·1*
		1932-33	†	†	†	†	†	†	†	†
Jorhat (Provincial)	2′ 0″	*1931-32*	*Nil*	*13·0*	*Nil*	*Nil*	*Nil*	*15·7*	*Nil*	*Nil*
		1932-33	,,	12·5	,,	,,	,,	14·8	,,	,,
Kalighat-Falta	2′ 6″	*1931-32*	,,	*4·75*	,,	,,	,,	*10·9*	,,	,,
		1932-33	,,	2·75	,,	,,	,,	8·84	,,	,,
Kulasekarapatnam Light	2′ 0″	*1931-32*	,,	*Nil*	,,	*379·0*	,,	*Nil*	,,	*384·0*
		1932-33	,,	,,	,,	267·0	,,	,,	,,	269·0
Matheran Steam Tramway	2′ 0″	*1931-32*	,,	*4·00*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1932-33	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State	3′ 3¾″	*1931-32*	,,	*21·0*	*20·0*	,,	,,	*22·0*	*20·0*	,,
		1932-33	,,	16·0	20·0	,,	,,	17·0	20·0	,,
Tezpore-Balipara Light	2′ 6″	*1931-32*	,,	*	*Nil*	,,	,,	*23·6*	*Nil*	,,
		1932-33	,,	19·0	,,	,,	,,	16·4	,,	,,
Trivellore Light	2′ 0″	*1931-32*	,,	*3·38*	*20·0*	,,	,,	*18·5*	*21·0*	,,
		1932-33	,,	2·38	13·5	,,	,,	17·5	14·5	,,
Udaipur-Chittorgarh	3′ 3¾″	*1931-32*	,,	*4·50*	*	,,	,,	*17·0*	*	,,
		1932-33	,,	4·13	13·5	,,	,,	16·5	*	,,

* Information not available.

† Line closed from 1st April 1933. Figures not available.

APPENDICES.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. B.*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work	..	..	1	..	..	..	..	6	83
2. Engineers' plant, excluding petty tools	..	12	2	..	2	1	2,69	4,10	63
3. Workshop machinery and heavy tools	23	5	..	..	4	..	12	2,70	5
4. Permanent-way :—									
(*a*) Rails	..	..	1,25	..	..	..	..	16	56
(*b*) Steel sleepers	..	..	..	..	..	..	..	..	11,70
(*c*) Cast-iron sleepers	..	..	..	..	..	..	..	..	..
(*d*) Wooden sleepers	..	..	3,92	..	..	7,62	..	..	4,46
(*e*) Chairs and fastenings	1	2	11	64	4	45	..	58	1,79
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts	1,12	23	11	32	10	1	1,97	90	70
(*b*) Rail motors and spare parts	..	1	..	..	..	..	..	..	..
(*c*) Steam coaches and spare parts	..	..	..	..	..	..	..	..	..
(*d*) Electric motor coaches and spare parts	..	..	..	..	..	..	..	..	..
(*e*) Internal combustion coaches and spare parts	..	..	..	..	1	..	..	..	..
(*f*) Coaching stock	..	1	..	..	1	..	18	10	4
(*g*) Goods stock	..	22	..	83	4,00	..	..	1	13
(*h*) Spare parts—coaching and goods stock	39	15	9	43	15	3	1,39	1,91	1,37
(*i*) Motor cars	..	..	..	..	..	..	..	7	..
6. Building and station materials and fencing	1	28	14	..	11	36	..	1,47	1,04
7. Tools and Stores :—									
(*a*) Tools and cutlery	1	17	3	5	28	11	..	1,58	7
(*b*) Steel (excluding permanent-way materials)	8	35	28	..	1,13	5	22	2,28	1,92
(*c*) Iron (excluding permanent-way materials)	..	1	6	6	16	1	..	56	43
(*d*) Other metals	1	62	2	14	40	23	6	3,80	80
(*e*) Timber	..	..	93	..	..	71	..	4	1,67
(*f*) Oils	..	38	1,04	..	2,03	36	..	3,67	2,87
(*g*) Portland cement	..	..	40	..	..	16	..	10	1,33
(*h*) All other stores	19	81	1,13	13	1,57	3,47	36	7,23	4,84
8. Electrical plant and materials	27	1,33	..	40	1,37	1	1,48	6,85	10
9. Other materials purchased in India—									
(*a*) Coal and coke	..	..	6,35	..	..	9,25	..	..	29,66
(*b*) Stone	..	..	..	..	..	1,22	..	..	21
(*c*) Bricks	..	..	..	..	..	..	..	..	6
(*d*) Indian lime	..	..	..	..	..	..	..	..	14
(*e*) Ballast	..	..	..	..	..	39	..	..	3,43
(*f*) Others	..	..	..	..	2	87	..	80	1,14
Total	2,32	4,76	15,89	3,00	11,44	25,32	8,47	38,97	71,97

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1932-33. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased.	
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23	
2	2	19	17	79	..	..	..	1	..	37	5	1. Bridge work.	
3	3	1	2	4	..	..	11	1	..	1,47	3	2. Engineers' plant excluding petty tools.	
4,16	41	1	1,50	55	3	..	1,31	..	1	7,29	16	3. Workshop machinery and heavy tools.	
												4. Permanent-way :—	
23	..	69	..	..	3,77	..	..	1,82	..	..	19,08	(*a*) Rails.	
..	..	..	..	..	..	..	..	..	..	..	..	(*b*) Steel sleepers.	
..	..	..	..	..	..	..	..	..	..	..	..	(*c*) Cast iron sleepers.	
..	2	21,97	..	..	10,55	..	..	10,34	..	..	14,47	(*d*) Wooden sleepers.	
37	56	1,04	..	2,00	33	..	24	63	..	2,19	1,78	(*e*) Chairs and fastenings.	
..	..	..	..	..	..	..	..	..	..	..	..	(*f*) Concrete sleepers.	
												5. Rolling-stock :—	
11,09	6	..	48	76	6	32	4,03	46	..	7,78	1,85	(*a*) Locomotives and spare parts.	
..	..	..	..	..	..	..	..	1	..	6	..	(*b*) Rail motors and spare parts.	
..	5	..	..	..	..	..	..	..	..	..	..	(*c*) Steam coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*d*) Electric motor coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*e*) Internal combustion coaches and spare parts.	
..	..	..	..	..	..	..	23	36	..	..	..	(*f*) Coaching stock.	
..	..	3,31	..	..	..	..	6	4	..	..	8,47	(*g*) Goods stock.	
1,99	94	36	46	54	14	..	1,84	46	..	4,66	1,67	(*h*) Spare parts—coaching and goods stock.	
..	5	..	..	..	..	..	..	..	..	41	..	(*i*) Motor cars.	
73	36	13	1	22	21	..	50	15	..	2,73	1,03	6. Building and station materials and fencing.	
												7. Tools and Stores :—	
23	90	24	6	3	6	..	56	13	..	2,14	26	(*a*) Tools and cutlery.	
34	93	50	46	18	..	..	10	1	..	2,86	4,92	(*b*) Steel (excluding permanent-way materials).	
..	14	14	31	9	7	..	1,26	1,26	..	7	9,89	(*c*) Iron (excluding permanent-way materials).	
28	72	7	..	40	5	..	72	40	..	7,20	2,92	(*d*) Other metals.	
..	..	3,73	..	..	6	..	2	80	..	..	2,42	(*e*) Timber.	
..	4,84	2,52	..	6	3,00	..	3,51	35	..	2,32	12,13	(*f*) Oils.	
..	3	71	..	43	..	..	4	44	..	1	2,31	(*g*) Portland cement.	
85	7,41	4,15	45	1,62	10	..	3,58	5,01	..	9,83	17,49	(*h*) All other stores.	
2,97	2,84	7	2	1,27	31	..	4,08	13	..	6,92	5	8. Electrical plant and materials.	
												9. Other materials purchased in India :—	
..	1	23,72	..	..	26,96	..	..	14,05	..	..	23,95	(*a*) Coal and coke.	
..	..	7	..	..	23	..	..	..	..	..	10	(*b*) Stone.	
..	..	8	..	..	23	..	..	6	..	..	1,33	(*c*) Bricks.	
..	..	22	..	..	1	..	..	22	..	..	38	(*d*) Indian lime.	
..	..	5,44	..	..	4,08	..	..	2,20	..	..	5,68	(*e*) Ballast.	
..	..	2,22	..	..	11	..	..	23	..	..	52	(*f*) Others.	
23,29	20,32	71,59	3,94	8,98	50,36	32	22,19	39,58	1	58,31	1,32,94	Total.	

† Includes figures for Central Indian Coalfields Railway.

APPEN

Value of Stores purchased by the Class I Railways (excluding Jodhpur and H. E. H. the

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	..	..	..	..	10	..	..	4,98	5,08
2. Engineers' plant, excluding petty tools	..	1,10	5	29	40	..	..	1,89	55
3. Workshop machinery and heavy tools	27	1,81	1	2	1,16	1	11	2,34	7
4. Permanent-way :—									
(a) Rails	..	3	4	..	..	5,77	..	4,05	4,53
(b) Steel sleepers	..	1	..	..	..	..	..	..	..
(c) Cast iron sleepers	..	..	2	..	..	..	..	..	..
(d) Wooden sleepers	..	..	3,54	..	..	8,07	..	..	31,00
(e) Chairs and fastenings	..	1,43	30	64	9	64	..	7	6,83
(f) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(a) Locomotives and spare parts	..	2,36	9	15,97	36	7	5	11,09	* 28
(b) Rail motors and spare parts	..	..	..	..	..	..	..	1	..
(c) Steam coaches and spare parts	..	..	..	..	..	..	..	12	..
(d) Electric motor coaches and spare parts	..	2	1	..	..	..	..	..	..
(e) Internal combustion coaches & spare parts	..	..	..	..	..	..	..	..	..
(f) Coaching stock	..	..	..	..	..	1,11	..	48	..
(g) Goods stock	..	..	..	..	..	6,97	..	92	..
(h) Spare parts—coaching and goods stock	10	6,58	6	2,40	39	16	—1	3,62	19
(i) Motor cars	..	12	..	..	..	..	2,03	34	
6. Building and station materials and fencing	..	1,24	1,28	7	34	28	..	1,25	42
7. Tools and stores :—									
(a) Tools and cutlery	1	91	7	61	34	8	..	1,76	25
(b) Steel (excluding permanent-way materials)	..	2,29	78	50	31	30	..	3,32	1,55
(c) Iron (excluding permanent-way materials)	..	33	73	2	15	39	..	33	89
(d) Other metals	..	4,32	81	21	1,07	3	..	1,72	58
(e) Timber	..	..	1,20	..	..	14	..	..	1,70
(f) Oils	..	7,36	2,03	..	5,17	15	..	6,51	5,26
(g) Portland cement	..	..	32	1	3	49	..	..	50
(h) All other stores	..	8,12	6,34	2,48	2,52	3,04	1	8,63	11,39
8. Electrical plant and materials	1,70	8,66	2	4,13	3,38	2	..	8,67	11
9. Other materials purchased in India :—									
(a) Coal and coke	..	..	34,87	..	..	28,56	..	..	40,84
(b) Stone	..	..	9	..	..	2	..	..	9
(c) Bricks	..	1	13	..	..	1	..	..	6
(d) Indian lime	..	..	15	..	..	15	..	..	8
(e) Ballast	..	..	4,16	..	..	3,42	..	..	2,26
(f) Others	..	6,74	38	..	94	1,87	..	21,26	* 29
Total	2,08	53,44	57,48	27,35	16,75	61,75	2,19	83,36	1,14,80

DIX A—*concld.*

Nizam's State Railways) during the year 1932-33. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Total.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	..	..	..	26	3	19	6,58	6,20	1. Bridge work.
..	1	..	3	92	4	3,06	10,21	1,35	2. Engineers' plant excluding petty tools.
..	2	..	22	24	..	6,64	17,92	34	3. Workshop machinery and heavy tools.
									4. Permanent-way :—
..	..	..	..	..	62	23	4,24	38,13	(*a*) Rails.
..	..	..	..	..	..	..	1	11,70	(*b*) Steel sleepers.
..	..	..	..	3	..	..	3	2	(*c*) Cast iron sleepers.
..	..	2,67	..	..	8,36	..	2	1,26,97	(*d*) Wooden sleepers.
38	12	..	59	21	1,49	2,63	7,55	15,39	(*e*) Chairs and fastenings.
..	..	..	..	..	..	..	..	..	(*f*) Concrete sleepers.
									5. Rolling-stock :—
19	8	..	4,59	18	..	36,10	27,93	3,63	(*a*) Locomotives and spare parts.
..	..	..	..	..	..	..	8	1	(*b*) Rail motors and spare parts.
..	..	..	..	..	..	..	17	..	(*c*) Steam coaches and spare parts.
..	..	..	..	..	..	..	2	1	(*d*) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	1	..	(*e*) Internal combustion coaches and spare parts.
3	4	..	..	..	..	21	87	1,51	(*f*) Coaching stock.
7	..	..	..	..	..	90	5,21	18,92	(*g*) Goods stock.
3	..	..	87	67	2	8,05	21,45	4,55	(*h*) Spare parts—coaching and goods stock.
..	..	..	..	..	..	2,03	99	..	(*i*) Motor cars.
..	20	..	15	1,44	1,61	97	10,14	6,65	6. Building and station materials and fencing.
									7. Tools and stores :—
1	11	2	28	47	13	1,26	9,25	1,45	(*a*) Tools and cutlery.
..	4	..	1,23	69	12	2,83	14,48	10,43	(*b*) Steel (excluding permanent-way materials).
..	28	..	16	4	32	55	3,42	14,19	(*c*) Iron (excluding permanent-way materials).
..	20	..	94	24	18	1,64	21,41	6,09	(*d*) Other metals.
..	..	5	..	..	70	..	6	14,11	(*e*) Timber.
..	..	49	..	2,21	3,35	..	38,06	33,55	(*f*) Oils.
..	..	2	..	..	2,04	1	64	8,72	(*g*) Portland cement.
9	46	35	1,95	3,20	2,23	6,51	54,98	59,54	(*h*) All other stores.
..	30	..	2,76	2,22	25	13,73	47,89	1,07	8. Electrical plant and materials.
									9. Other materials purchased in India :—
..	..	1,84	..	..	11,94	..	1	2,51,99	(*a*) Coal and coke.
..	..	..	..	..	..	..	..	2,03	(*b*) Stone.
..	..	..	..	..	61	..	1	2,57	(*c*) Bricks.
..	..	..	..	..	2	..	..	1,37	(*d*) Indian lime.
..	..	..	..	..	1,60	..	..	32,66	(*e*) Ballast.
..	..	..	..	..	21	..	29,76	7,84	(*f*) Others.
80	1,86	5,44	13,77	13,02	35,87	87,54	3,33,40	6,82,99	Total.

APPEN

Details of working of Company or State collieries

Colliery.	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay.	Our		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons.
Bokaro	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	*1930-31*	*33,79,206*	*746,954*	*Nil.*	*105,519*
				1931-32	*(a)29,95,846(c)*	*531,605*	*Nil.*	*109,519*
				1932-33	(a)29,79,193	400,288	*Nil.*	85,313
Swang	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1930-31*	*13,75,376*	*77,734*	*8,395*	*15,342*
				1931-32	*(c)17,53,087*	*50,012*	*4,265*	*6,944*
				1932-33	17,65,047	63,944	4,893	6,394
Kurharbaree and Serampore.	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1930-31*	*62,25,946*	*401,673*	*99,060*	*144,465*
				1931-32	*(a)62,15,526*	*464,977*	*40,215*	*142,031*
				1932-33	(a)61,50,484	382,999	38,795	148,140
Bhurkunda	State	Bihar and Orissa.	1st June 1927.	*1930-31*	*52,09,795*	*111,208*	*Nil.*	*8,174*
				1931-32	*53,69,741*	*(c) 154,481*	*Nil.*	*(c) 6,971*
				1932-33	53,71,478	111,521	*Nil.*	36,614
Kargali	State	Bihar and Orissa.	18th July 1917.	*19 31*	*45,48,611*	*739,804*	*38,839*	*38,939*
				1931-32	*(c)58,79,591*	*(c)583,666*	*31,771*	*(c)20,992*
				1932-33	58,89,062	361,629	18,361	34,726
Argada	B. N. Railway.	Bihar and Orissa.	1st April 1926.	*1930-31*	*30,45,207*	*265,407*	*Nil.*	*29,898*
				1931-32	*30,08,243*	*214,315*	*Nil.*	*19,701*
				1932-33	(a)29,72,738	173,376	*Nil.*	20,492
Talcher†	B. N. Railway.	Bihar and Orissa.	1st Sept. 1932.	*1930-31*	*12,51,601*	†	†	†
				1931-32	*14,55,494*	†	†	†
				1932-33	16,63,138	12,469	*Nil*	6,902
	M. & S. M. Railway.	Bihar and Orissa.	Sept. 1930	*1930-31*	*32,09,301*	†	†	†
				1931-32	*36,08,602*	*29,034*	*Nil.*	*3,714*
				1932-33	38,00,353	84,065	*Nil.*	5,496
Jarangdih	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	1st April 1927.	*1930-31*	*64,34,036*	*94,324*	*Nil.*	*1,077*
				1931-32	*(c)66,37,833*	*(c)108,310*	*106*	*2,708*
				1932-33	68,96,448	113,256	7,479	16,509
Raligara†	B. B. & C. I. and M. & S. M. Railways.	Bihar and Orissa.	..	*1930-31*	*19,87,155*	†	†	†
				1931-32	*(c)20,27,879*	†	†	†
				1932-33	20,70,413	†	†	†
Karasia†	B. B. & C. I. Railway.	Central Provinces.	7th May 1932.	*1930-31*	†	†	†	†
				1931-32	*3,41,617*	†	†	†
				1932-33	5,38,252	12,793	*Nil.*	1,411
Kedla†	E. I. and B. N. Railways.	Bihar and Orissa.	..	*1930-31*	*7,85,854*	†	†	†
				1931-32	*(b)7,11,907*	†	†	†
				1932-33	7,23,136	†	†	†

(a) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(b) The decrease is due to certain adjustments having been effected during the year.
(c) Revised figures.

DIX B.

for the years 1930-31 to 1932-33.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
852,473	*852,473*	*23,53,630*	*2·76*	*5,184*	*164*	*1*	*11*	Bokaro.
641,124	*641,124*	(c) *17,47,122*	(c)*2·73*	*5,594*	*115*	*Nil.*	*5*	
485,594	485,594	‡	‡	3,115	156	1	4	
101,471	*101,361*	†	†	*691*	*147*	*Nil.*	*2*	Swang.
61,221	*60,721*	†	†	*684*	*90*	*1*	*Nil*	
75,231	75,531	**16,29,649	2·91	1,015	74	1	*Nil*	
645,198	*637,139*	*27,09,154*	*4·20*	*5,563*	*116*	*6*	*25*	Kurharbaree and Serampore.
647,223	*615,189*	(c) *28,76,780*	(c) *4·44*	*4,929*	*131*	*5*	*37*	
569,934	550,326	26,17,904	4·59	4,776	119	4	26	
119,382	*119,382*	†	†	*650*	*184*	*Nil.*	*Nil.*	Bhurkunda.
(c) *161,452*	(c) *161,452*	‡	†	*723*	*222*	*Nil.*	*Nil.*	
148,135	148,135	†	†	588	252	1	*Nil.*	
817,582	*817,582*	*26,92,102*	*3·29*	*7,122*	*115*	*1*	*10*	Kargali.
(c) *636,429*	(c) *636,429*	*23,99,258*	*3·77*	*5,567*	*114*	*Nil.*	*15*	
414,716	414,716	16,40,293	3·95	5,174	80	*Nil.*	7	
295,305	*296,568*	*8,80,895*	*2·98*	*1,121*	*263*	*Nil.*	*3*	Argada.
234,016	*233,342*	*6,62,450*	*2·83*	*887*	*264*	*1*	*2*	
194,228	195,078	5,31,099	2·73	755	257	2	1	
†	†	†	†	†	†	†	†	Talcher†.
†	†	†	†	†	†	†	†	
19,371	18,521	79,711	4·11	513	38	1	†	
†	†	†	†	†	†	†	†	
32,748	*25,481*	§	§	*533*	*62*	*1*	*2*	
89,561	89,494	4,17,849	4·67	169	530	1	43	
95,401	*94,973*	*5,36,381*	*5·62*	*1,070*	*89*	*5*	*9*	Jarangdih.
111,124	*108,615*	(c)*6,85,352*	(c) *6·16*	*1,242*	*90*	*2*	*13*	
137,244	128,023	6,73,779	4·91	1,268	108	3	15	
†	†	†	†	†	†	†	†	Raligara.†
†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	
†	†	†	†	†	†	†	†	Korasia.†
†	†	†	†	†	†	†	†	
14,204	13,791	†	†	960	15	*Nil.*	*Nil.*	
†	†	†	†	†	†	†	†	Kedla.†
†	†	‡	†	†	†	†	†	
†	†	†	†	†	†	†	†	

§Figures not furnished.

†Development in progress. No working account yet opened.

‡ Included under "Swang" separate figures not being available.

**See remarks against ‡.

APPEN

*Statement of the Number of Servants of all races employed on each Railway system (**open lines only**)*

Railways.	Number of							
	Europeans.		Indians.					
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.	
	1931-32.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.
1	2	3	4	5	6	7	8	9
CLASS I.								
Assam Bengal	*57*	58	*10,453*	9,795	*5,111*	5,147	*248*	258
Bengal and North Western	*75*	81	*22,907*	22,600	*3,321*	3,284	*150*	162
Bengal-Nagpur	*527*	476	**58,909*	54,752	*6,459*	6,186	*1,460*	1,406
Bombay, Baroda and Central India ..	*317*	323	*51,269*	51,032	*11,625*	11,499	*1,056*	1,006
Burma	*124*	112	*15,527*	15,067	*2,991*	2,624	**630*	644
Eastern Bengal	**245*	231	**35,128*	32,883	*12,583*	11,802	*594*	574
East Indian	*1,064*	1,051	*96,823*	94,497	*27,055*	24,737	*2,384*	2,260
Great Indian Peninsula	*655*	639	**71,719*	68,968	*10,745*	10,657	*1,725*	1,607
Jodhpur	*25*	24	*4,907*	5,002	*1,583*	1,596	*21*	17
Madras and Southern Mahratta ..	**226*	218	**41,531*	39,589	**6,027*	5,593	**2,023*	1,995
Nizam's State	*79*	85	*12,544*	12,243	*2,385*	2,547	*416*	414
North Western	**852*	728	**37,662*	37,608	**59,459*	59,153	**1,116*	1,072
Rohilkund and Kumaon	*23*	23	**3,694*	3,545	*2,006*	1,780	*25*	27
South Indian	**139*	139	**29,997*	29,127	**2,195*	2,045	**1,491*	1,407
Total ..	**4,408*	4,188	**493,010*	476,708	**153,545*	148,650	**13,389*	12,849
CLASS II.								
Barsi Light	*10*	11	*1,272*	1,287	*207*	180	*14*	20
Bengal-Dooars	*5*	4	*1,111*	1,296	*160*	223	*6*	6
Bhavnagar State	*3*	2	*2,868*	2,804	*261*	269	*Nil*	7
Bikaner State	*6*	6	*3,349*	3,323	*843*	725	*4*	2
Darjeeling-Himalayan	*11*	9	*1,601*	1,635	*62*	56	*21*	26
Dibru-Sadiya	*11*	11	*1,765*	1,658	*263*	235	*1*	3
Gaekwar's Baroda State	*Nil*	*Nil*	*2,059*	2,115	*154*	148	*4*	8
Gondal	*Nil*	*Nil*	*1,379*	1,338	*77*	69	*Nil*	*Nil*
Jowrah-Amta Light	*2*	2	*907*	814	*152*	182	*10*	15
Jamnagar and Dwarka	*1*	1	*1,159*	1,116	*230*	249	*1*	1
Junagad State	*2*	2	*914*	974	*198*	197	*5*	5
Morvi	*Nil*	*Nil*	*670*	717	*69*	66	*Nil*	*Nil*
Mysore	*3*	2	*1,015*	1,001	*141*	138	*31*	35
Shahdara (Delhi) Saharanpur ..	*5*	3	*373*	365	*191*	203	*1*	1
Total ..	*59*	53	**20,442*	20,443	*3,008*	2,940	**98*	129
Class III, Total ..	**18*	17	**4,791*	4,800	**854*	828	**14*	12
Railway Board and other Railway Offices	**47*	39	**2,332*	2,131	*469*	457	*69*	58
Grand Total ..	**4,532*	4,297	**520,575*	504,082	**157,876*	152,875	**13,570*	13,048

*Revised figures.

DIX C.

and in the Railway Board and other Railway Offices at the close of the years 1931-32 and 1932-33.

servants employed.

Sikhs.		Indian Christians.		Other classes.		Total.		Grand Total.		Railways.
1931-32.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	
10	11	12	13	14	15	16	17	18	19	20
										CLASS I.
†	106	†	78	*289*	153	*16,101*	15,537	*16,158*	15,595	Assam-Bengal.
13	9	*204*	213	**2*	2	*26,597*	26,270	*26,672*	26,351	B. & N. W.
825	711	*838*	862	**120*	83	**68,611*	64,000	**69,138*	64,476	Bengal-Nagpur.
145	158	*1,538*	1,506	**1,174*	1,247	*66,747*	66,448	*67,064*	66,771	B. B. & C. I.
667	632	*444*	391	**4,882*	5,420	**25,191*	24,778	**25,315*	24,890	Burma.
150	129	*244*	185	**10*	29	*48,709*	45,602	**48,954*	45,833	Eastern Bengal.
333	355	*595*	712	**126*	321	*127,316*	122,882	*128,380*	123,933	East Indian.
221	287	*3,060*	3,098	**1,305*	1,233	*88,775*	85,850	*89,430*	86,489	G. I. P.
4	3	*65*	62	**7*	19	*6,587*	6,699	*6,612*	6,723	Jodhpur.
14	16	*2,119*	2,828	**1,038*	634	**52,752*	50,655	**52,978*	50,873	M. & S. M.
8	9	*645*	738	**54*	60	*16,052*	16,011	*16,131*	16,096	Nizam's State.
6,327	6,057	*821*	1,058	**2,201*	2,114	**107,586*	107,962	**108,438*	107,790	North Western.
1	*Nil*	*17*	6	**3*	1	*5,746*	5,359	*5,769*	5,382	R. and K.
Nil	4	*3,652*	3,597	**535*	260	**37,870*	36,440	**38,009*	36,579	South Indian.
8,708	8,476	*14,242*	15,334	**11,746*	11,576	**694,640*	673,593	**699,048*	677,781	Total.
										CLASS II.
Nil	*Nil*	*62*	48	**1*	1	*1,556*	1,536	*1,566*	1,547	Barsi Light.
Nil	*Nil*	*Nil*	5	*147*	3	*1,424*	1,533	*1,429*	1,537	Bengal-Dooars.
Nil	*Nil*	*Nil*	27	*75*	38	*3,204*	3,145	*3,207*	3,147	Bhavnagar State.
Nil	4	*1*	9	**12*	*Nil*	*4,209*	4,063	*4,215*	4,069	Bikaner State.
1	3	*10*	10	**12*	9	*1,707*	1,739	*1,718*	1,748	D. H.
18	20	*15*	12	*Nil*	*Nil*	*2,062*	1,928	*2,073*	1,939	Dibru-Sadiya.
†	22	†	25	*49*	9	*2,266*	2,327	*2,266*	2,327	G. Baroda State.
Nil	*Nil*	*Nil*	14	*18*	5	*1,474*	1,426	*1,474*	1,426	Gondal.
Nil	*Nil*	*Nil*	*Nil*	*9*	*Nil*	*1,078*	1,011	*1,080*	1,013	H.-A. Light.
Nil	*Nil*	*11*	10	**3*	2	*1,404*	1,378	*1,405*	1,379	J. & Dwarka.
Nil	*Nil*	7	4	**1*	2	*1,125*	1,182	*1,127*	1,184	Junagad State.
Nil	*Nil*	*Nil*	*Nil*	*1*	1	*740*	784	*740*	784	Morvi.
Nil	*Nil*	*Nil*	*Nil*	*88*	116	*1,275*	1,290	*1,278*	1,292	Mysore.
Nil	3	*Nil*	3	*4*	*Nil*	*569*	575	*574*	578	S. (Delhi) S'pur.
19	52	*106*	167	**420*	186	**24,093*	23,917	**24,152*	23,970	Total.
Nil	2	*34*	43	**29*	18	**5,722*	5,703	**5,740*	5,720	Class III Total.
40	61	*16*	30	**66*	24	**2,992*	2,761	**3,039*	2,800	R. B. & other Rly. Offices.
8,767	8,591	*14,398*	15,574	**12,261*	11,804	**727,447*	705,974	**731,979*	710,271	Grand Total.

† Figures for Sikhs and Indian Christians for 1931-32 are not available separately.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1932-33 and the preceding four years.

[Summary of Appendices D (*ii*) to D(*vi*).]

Class of accidents. 1	1928-29. 2	1929-30. 3	1930-31 4	1931-32. 5	1932-33. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 311.
Collisions—						
Passenger trains	63	88	80	65	44	Items 1 to 3
Other trains and light engines	329	371	275	200	161	„ 4 to 6
Derailments—						
Passenger trains	412	511	369	294	216	„ 7(*a*) & 7 (*b*)
Other trains	4,637	4,095	4,176	3,291	2,968	„ 8(*a*) & 8 (*b*)
II.—*Failure of engines and rolling-stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	163	146	147	83	85	Item 9(*a*) (1)
(2) machinery, springs, etc.	641	637	565	494	458	„ 9(*a*) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	377	570	270	287	201	„ 9 (*b*) (1)
(2) other causes	2,228	2,535	2,213	1,538	1,216	„ 9 (*b*) (2)
Failure of tyres and wheels	33	14	27	17	11	„ 9 (*c*) & 9 (*d*)
ditto axles	89	94	90	86	54	„ 9 (*e*)
ditto brake apparatus	26	19	23	14	5	„ 9 (*f*)
ditto couplings and draft gear	3,150	3,091	3,100	3,575	2,017	„ 9 (*g*)
ditto other rolling stock†	..	..	..	..	4	„ 9 (*h*)
III.—*Failure of permanent-way*—						
Broken rails	308	336	415	306	350	„ 10 (*a*)
Failure of tunnels, bridges, viaducts, culverts, etc.	9	4	9	7	3	„ 10 (*b*)
Flooding of portions of permanent-way.	126	171	238	136	124	„ 10 (*c*)
Slips in cuttings or embankments	52	108	87	69	59	„ 10 (*d*)
IV.—*Fires*—						
Fire in trains	158	167	125	107	133	„ 11 (*a*)
Fire at stations or involving injury to bridges or viaducts.	79	99	48	59	62	„ 11 (*b*)
V.—*Other accidents*—						
Trains running over cattle on the line	9,707	9,285	8,861	8,790	9,237	„ 12 (*b*)
Trains running over obstructions on the line (other than those at level crossings).	219	217	222	168	236	„ 12 (*c*)
		125	104	107	109	„ 12 (*d*)
Trains running over obstructions or vehicles at level crossings.	120	58	145	32	47	„ 12 (*e*)
Train-wrecking				122	131	12 (*f*)
Attempted train-wrecking						
Miscellaneous	542	785	712	472	356	„ 12 (*g*) + 12 (*a*).
TOTAL	23,468	23,526	22,301	20,319	18,287	Total.
*NUMBER OF PERSONS KILLED OR INJURED.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed. Injured.	Killed. Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—						Appendix D (*ii*).
Passengers	390 1,131	349 1,040	325 881	245 808	215 761	Total (*a*) Col. 29
Railway servants	341 1,492	343 1,708	282 1,827	201 1,819	184 1,789	„ (*b*) Col. 54
Other persons	2,448 775	2,481 774	2,397 735	2,322 736	2,225 698	„ (*c*) Col. 54
TOTAL	3,179 3,398	3,173 3,522	3,004 3,443	2,768 3,363	2,624 3,248	„ (*d*) Col. 54
B.—*In accidents to trains, rolling-stock and permanent-way*—						Appendix D (*iii*).
Passengers	24 207	6 69	12 140	8 93	6 61	Cols. 313 and 315—(Total).
Railway servants	21 192	33 174	25 132	16 157	8 79	„ 317 & 319— „
Other persons	55 94	67 171	71 96	32 62	41 103	„ 321 & 323— „
TOTAL	100 493	106 414	108 368	56 312	55 243	„ 325 & 327—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—						Appendix D (*iv*).
Passengers	4 30	3 17	.. 16	2 11	10 21	Cols. 355 & 356—(Total).
Railway servants	49 3,180	62 4,014	44 4,659	43 5,467	24 5,922	„ 357 & 358— „
Other persons	26 86	21 87	24 61	19 47	44 75	„ 359 & 360— „
TOTAL	79 3,296	86 4,118	68 4,736	64 5,525	78 6,018	„ 361 & 362—(Total).
TOTAL PASSENGERS	418 1,368	358 1,126	337 1,037	255 912	231 843	A+B+C above.
TOTAL RAILWAY SERVANTS	411 4,864	438 5,896	351 6,618	260 7,443	216 7,790	A+B+C above.
TOTAL OTHER PERSONS	2,529 955	2,569 1,032	2,492 892	2,373 845	2,310 876	A+B+C above.
GRAND TOTAL	3,358 7,187	3,365 8,054	3,180 8,547	2,888 9,200	2,757 9,509	A+B+C above.

		Railway Servants.	Other Persons.	Total.	Appendix D(*vi*).
*Number of persons killed or injured in Railway Workshops, etc., in 1932-33 not included in the above summary.	Killed	.. 4	7	11	Totals (*b*), (*c*) & (*d*) (*Col. 407*)
	Injured	.. 8,569	7	8,576	

†New item, introduced from 1932-33.

APPEN

Number of persons killed or injured during the year 1932-33 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7	8	9	10	11	12	13	14	15	16
(a) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	..	1	..	1	3	14	1
	Injured	..	..	3	4	5	2	16	5
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	..	..	1	1	..	6	4
	Injured	..	2	12	3	15	5	9	39
3. Crossing the line at stations	Killed	..	..	..	4	..	1	2	1
	Injured	..	..	..	1	..	2	2	2
4. Closing of carriage doors	Killed	..	..	..	..	..	..	1	..
	Injured	..	..	1	2	1	..	1	3
5. Falling or jumping out of carriages during the running of trains.	Killed	..	2	6	17	2	4	28	12
	Injured	19	99	31	48	16	32	33	73
6. Other accidents	Killed	1	1	..	4	1	..	2	1
	Injured	1	7	1	4	..	7	7	27
TOTAL (a)	Killed	1	3	7	26	5	8	33	19
	Injured	20	108	48	62	37	48	68	149
(b) RAILWAY SERVANTS.									
(i) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	1	..	..	3	4	1
	Injured	1	1	..	60	15	6	111	144
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	1	..	..	..	..	..
	Injured	4	..	1	..	..	1	..	3
3. Passing over or standing upon buffers during shunting.	Killed	..	..	..	..	2	..	..	..
	Injured	1	..	..	..	2	..	1	1
4. *Getting on or off or falling off, engines, wagons, etc., during shunting.*	Killed	..	1	..	..	..	..	..	1
	Injured	..	1	1	23	4	2	13	12
5. *Braking, spragging or choking wheels*	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	3	10	2	..	17	35
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	1	..	..	..
	Injured	1	..	..	1	..	1	1	1
7. Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	1	4	1	..
8. Other accidents during shunting operations not included in the preceding.	Killed	..	..	2	2	1	..	2	1
	Injured	1	4	4	29	2	5	24	45
TOTAL (i)	Killed	..	1	4	2	4	3	6	3
	Injured	8	6	9	123	26	19	168	241

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

Railways.						Total Class I Railways.		Total Class II Railways.		Total Class III Railways.		Total all Railways.		Serial No. of Class of Accidents (see Col. 7)
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33. (Cols. 23, 25 and 27.)	*1931-32.* (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	1	6	..	..	27	*21*	..	..	1	..	28	*21*	1
..	..	1	13	..	..	49	*50*	..	..	..	..	49	*50*	
..	..	..	4	2	3	21	*38*	..	..	..	..	21	*38*	2
..	..	1	8	..	1	95	*130*	5	*5*	..	*1*	100	*136*	
..	..	..	2	..	..	10	*12*	..	..	..	..	10	*12*	3
..	..	..	2	..	..	9	*11*	1	*1*	..	..	10	*12*	
..	..	..	..	..	..	1	..	..	*1*	..	..	1	*1*	4
..	..	..	1	..	..	9	*4*	..	*10*	1	..	10	*14*	
..	5	..	48	..	14	138	*162*	..	..	1	*1*	139	*163*	5
..	31	1	79	5	35	502	*504*	19	*18*	6	*13*	527	*535*	
..	..	..	2	..	2	14	*10*	..	..	2	..	16	*10*	6
..	1	..	6	..	1	62	*58*	3	..	..	*3*	65	*61*	
..	5	1	62	2	19	211	*243*	..	*1*	4	*1*	215	*245*	Total (a).
..	32	3	109	5	37	726	*757*	28	*34*	7	*17*	761	*808*	
..	..	..	5	1	..	15	*3*	..	..	..	..	15	*3*	1
..	29	4	64	4	16	455	*467*	3	*7*	2	*10*	460	*484*	
..	..	..	..	..	..	1	*2*	..	*1*	..	..	1	*3*	2
..	..	..	4	..	..	13	*8*	..	..	..	*1*	13	*9*	
..	..	..	..	..	1	3	..	..	..	..	..	3	..	3
..	..	..	2	..	..	7	*8*	3	..	..	..	10	*8*	
..	..	..	..	..	..	2	*6*	..	*1*	..	..	2	*7*	4
..	4	..	15	..	2	77	*68*	1	*1*	..	..	78	*69*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	7	2	7	..	3	86	*81*	..	*2*	..	*1*	86	*84*	
..	..	..	..	..	..	1	..	..	..	..	..	1	..	6
..	1	..	1	..	..	7	*8*	1	..	..	..	8	*8*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	7
..	..	..	2	..	..	8	*3*	..	..	..	..	8	*3*	
..	1	1	1	..	1	12	*15*	..	..	..	..	12	*15*	8
..	10	4	10	..	4	142	*151*	1	*1*	..	*1*	143	*153*	
..	1	1	6	1	2	34	*27*	..	*2*	..	..	34	*29*	Total (i).
..	51	10	105	4	25	795	*794*	9	*11*	2	*13*	806	*818*	

Number of persons killed or injured during the year 1932-33 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	..	..	..	2	..	1
	Injured	..	..	2	1	1	2	15	21
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	4	2	..	6	5	7
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	..	..	..	..	1	1	1
	Injured	1	2	1	3	1	1	19	31
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	27	3	25	113	177
13. Working on the permanent-way, sidings, etc.	Killed	..	..	..	1	1	..	4	6
	Injured	1	..	..	1	1	1	2	2
14. Attending to gates at level-crossings	Killed	..	..	..	1	..	1	2	..
	Injured	..	..	..	2	1	..	..	1
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	4	6	..	6	18	8
	Injured	..	..	8	6	4	5	15	9
16. Being caught between vehicles	Killed	..	..	..	..	..	..	1	..
	Injured	..	..	..	..	1	..	1	1
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	1	..	..	1	..
	Injured	..	1	..	4	..	..	6	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	..	2	3	1	9	1
	Injured	..	..	..	5	2	..	6	..
19. Miscellaneous	Killed	..	..	5	1	..	1	7	2
	Injured	1	3	5	29	6	20	30	85
TOTAL (*ii*).	Killed	..	..	9	12	4	12	43	19
	Injured	3	7	20	80	20	60	212	334
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	..	1	13	14	8	15	49	22
	Injured	11	13	29	203	46	79	380	575
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	2	3	..	1	..	2	7	11
	Injured	8	1	..	1	4	1	2	1
2. Trespassing on the line	Killed	44	171	136	123	60	149	385	169
	Injured	41	83	62	44	32	44	97	33
3. Suicides	Killed	3	2	51	12	5	10	137	48
	Injured	1	1	3	1	1	..	7	..
4. Miscellaneous	Killed	..	1	3	..	1	3	3	3
	Injured	..	18	3	..	4	7	7	5
TOTAL OTHER PERSONS (*c*)	Killed	49	177	190	136	66	164	532	231
	Injured	50	103	68	46	41	52	113	39
(*d*) GRAND TOTAL=(*a*) + (*b*) + (*c*)	Killed	50	181	210	176	79	187	634	272
	Injured	81	224	145	311	124	179	561	763

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing are as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33.	*1931-32.*	1932-33. (Cols. 48, 50 & 52.)	*1931-32.* (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	..	..	..	..	..	3	*4*	1	..	..	*1*	4	*5*	9
..	..	4	10	..	3	59	*67*	7	*5*	1	..	67	*72*	
..	..	..	..	..	..	..	*3*	..	..	..	..	..	*3*	10
..	2	1	2	..	..	29	*22*	1	..	..	..	30	*22*	
..	1	..	2	..	..	6	*11*	..	..	..	*1*	6	*12*	11
..	3	3	21	1	1	88	*105*	1	*5*	..	..	89	*110*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	12
..	..	..	40	..	..	386	*315*	1	*2*	..	..	387	*317*	
..	..	..	..	..	1	13	*25*	..	..	..	..	13	*25*	13
..	1	..	3	..	..	12	*28*	..	..	..	*1*	12	*29*	
..	..	..	..	..	1	5	*6*	..	..	..	..	5	*6*	14
..	..	..	1	..	..	5	*4*	..	*1*	..	*1*	5	*6*	
1	2	1	19	..	3	68	*56*	1	..	..	..	69	*56*	15
..	5	5	7	1	1	66	*59*	..	..	..	..	66	*59*	
..	..	1	3	..	..	5	*6*	..	..	..	..	5	*6*	16
..	..	..	..	1	..	4	*17*	..	..	..	..	4	*17*	
..	..	..	..	..	1	3	*5*	..	..	..	..	3	*5*	17
..	..	..	2	..	..	13	*6*	..	..	..	*1*	13	*7*	
..	1	2	5	..	..	24	*35*	..	..	..	..	24	*35*	18
..	..	..	1	..	..	14	*16*	1	*1*	..	..	15	*17*	
..	2	..	2	..	..	20	*16*	..	*2*	..	*1*	20	*19*	19
..	58	3	33	1	12	286	*332*	5	*9*	4	*4*	295	*345*	
1	6	4	32	..	6	148	*167*	2	*2*	..	*3*	150	*172*	Total (*ii*).
	69	16	120	4	17	962	*971*	16	*23*	5	*7*	983	*1,001*	
1	7	5	38	1	8	182	*194*	2	*4*	..	*3*	184	*201*	Total (*b*).
..	120	26	225	8	42	1,757	*1,765*	25	*34*	7	*20*	1,789	*1,819*	
..	2	..	6	..	1	35	*19*	8	*2*	..	..	43	*21*	1
..	1	1	3	..	..	23	*8*	2	*3*	..	..	25	*11*	
7	99	17	195	24	135	1,714	*1,824*	21	*27*	9	*12*	1,744	*1,863*	2
3	28	3	36	7	21	534	*612*	20	*18*	14	*13*	568	*643*	
1	38	4	43	1	36	391	*386*	6	*4*	4	*4*	401	*394*	3
..	7	..	1	1	1	24	*16*	..	..	..	*1*	24	*17*	
..	1	1	6	..	6	28	*40*	7	*3*	2	*1*	37	*44*	4
..	3	1	17	1	3	69	*57*	3	*3*	9	*5*	81	*65*	
8	140	22	250	25	178	2,168	*2,269*	42	*36*	15	*17*	2,225	*2,322*	Total (*c*).
3	39	5	57	9	25	650	*693*	25	*24*	23	*19*	698	*736*	
9	152	28	350	28	205	2,561	*2,706*	44	*41*	19	*21*	2,624	*2,768*	Grand Total (*d*).
3	191	34	391	22	104	3,133	*3,215*	78	*92*	37	*56*	3,248	*3,363*	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ASSAM BENGAL.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	1	..	..	..	..	..	1
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	8	8	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	..	24	24	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, sprngs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	38	38	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	25	25	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	4	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	11	11	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	4	4	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	95	95	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	1	1	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	1	3	4	..	..	..	..	2	8	2	8
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	4	12	16	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	5	238	243	..	1	..	..	2	8	2	9

DIX D (*iii*).

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	1	..	..	..	1	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	1	1	..	..	..	..	..	..	..	..	7 (*b*)
..	4	4	..	..	..	..	..	..	..	..	8 (*a*)
..	25	25	..	..	..	1	..	..	..	1	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	21	21	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	38	38	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	4	4	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	40	40	..	..	..	..	..	1	..	1	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	3	3	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	2	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	2	2	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
..	131	131	..	..	..	..	..	..	..	..	12 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*c*)
..	6	6	..	2	..	..	..	..	..	2	12 (*d*)
..	2	2	..	..	..	..	..	..	..	..	12 (*e*)
..	1	1	..	..	..	..	..	..	..	..	12 (*f*)
..	9	9	..	3	..	..	..	..	..	3	12 (*g*)
..	303	303	..	5	..	2	..	1	..	8	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock, different classes of accidents and the number of passengers,

Class of accident.	CLASS I										
	BENGAL-NAGPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	24	24	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	3	3	..	..	3	1	..	..	3	1
6. Collisions between light engines . . .	..	2	2	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	20	..	..	..	..	..	20
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	3	..	..	..	3
(*b*) other causes	1	49	50	..	..	..	1	..	..	..	1
9. Failure of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes . . .	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	3	3	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	34	34	..	..	..	..	..	..	..	..
(2) other causes	..	68	68	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	118	118	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	2	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	8	8	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	19	19	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	244	244	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	8	8	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking . . .	..	15	15	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	21	21	..	..	..	13	..	2	..	15
Total .	1	628	629	—	20	3	20	..	2	3	42

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1932-33 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100.)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	1	..	..	..	1	4
1	..	1	..	..	..	..	..	..	..	..	5
..	1	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
1	12	13	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
4	579	583	..	..	..	1	..	..	..	1	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*a*) 2
..	33	33	..	..	..	..	..	..	..	..	9 (*b*) 1
..	109	109	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	176	176	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	67	67	..	..	..	..	..	..	..	..	10 (*a*)
..	3	3	..	..	..	..	..	..	..	..	10 (*b*)
7	5	12	..	..	..	..	..	..	..	..	10 (*c*)
2	1	3	..	..	..	..	..	..	..	..	10 (*d*)
..	6	6	..	..	..	..	..	..	..	..	11 (*a*)
2	10	12	..	..	..	..	..	..	..	..	11 (*b*)
..	4	4	..	..	..	..	..	..	..	..	12 (*a*)
..	698	698	..	..	..	..	..	..	..	..	12 (*b*)
17	6	23	..	..	1	..	..	1	1	1	12 (*c*)
2	5	7	..	..	..	..	..	3	..	3	12 (*d*)
6	..	6	..	..	..	..	..	..	..	..	12 (*e*)
7	..	7	..	..	..	..	..	..	..	..	12 (*f*)
1	11	12	..	..	..	..	..	..	..	..	12 (*g*)
50	1,776	1,826	..	..	1	2	..	4	1	6	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling
different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — BURMA. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	3	3	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	4	..	..	..	4
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) other causes	7	..	7	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	1	21	22	1	2	..	..	..	..	1	2
9. Failure of engines and rolling stock—											
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	10	10	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	15	15	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	62	62	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	1	2	3	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	72	72	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	..	4	4	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	7	7	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	6	6	12	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	2	..	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	3	3	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..		2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	5	304	309	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	11	11	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	1	4	5	..	..	..	..	1	2	1	2
(*e*) Train-wrecking	1	..	1	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	2	9	11	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	5	5	..	..	..	1	..	..	..	1
Total .	27	547	574	1	2	..	5	1	2	2	9

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890. 117	Other accidents. 118	Total. (Cols. 117 and 118.) 119	*Passengers.* Killed. 120	*Passengers.* Injured. 121	*Railway servants.* Killed. 122	*Railway servants.* Injured. 123	*Other persons.* Killed. 124	*Other persons.* Injured. 125	*Total.* Killed. (Cols. 120, 122 and 124.) 126	*Total.* Injured. (Cols. 121, 123 and 125.) 127	Serial No. of Class of Accidents. (See column No. 105.) 128
1	..	1	..	4	..	..	..	..	..	4	1
2	..	2	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	8	9	..	..	..	1	..	..	..	1	4
..	3	3	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
5	..	5	..	..	..	..	..	..	..	..	7 (*b*)
1	10	11	..	..	..	1	..	..	..	1	8 (*a*)
..	10	10	..	..	..	..	..	..	..	..	8 (*b*)
..	1	1	..	..	..	..	..	..	..	..	9 (*a*) 1
..	6	6	..	..	..	..	..	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*b*) 1
..	25	25	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	2	2	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	81	81	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	7	7	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
2	..	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
1	3	4	..	..	..	..	..	..	..	..	11 (*a*)
1	9	10	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	168	168	..	..	..	..	..	..	..	..	12 (*b*)
6	3	9	..	..	..	..	..	..	..	..	12 (*c*)
5	1	6	..	..	..	..	3	4	3	4	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
11	..	11	..	..	..	..	..	..	..	..	12 (*f*)
..	9	9	..	..	..	..	..	..	..	..	12 (*g*)
39	348	387	..	4	..	3	3	4	3	11	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — East Indian. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	16	16	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	..	..	1	7	..	..	1	7
6. Collisions between light engines . . .	..	9	9	..	..	..	2	..	..	..	2
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Other causes	..	7	7	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	22	22	..	..	..	1	..	..	..	1
(*b*) other causes	1	458	459	..	..	..	1	..	..	..	1
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes. . . .	..	3	3	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . .	..	85	85	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	12	12	..	..	..	..	..	..	..	..
(2) other causes	..	272	272	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	3	3	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	10	10	..	..	..	1	..	..	..	1
(*f*) Ditto brake apparatus . . .	..	1	1	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear .	..	646	646	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	58	58	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way .	..	3	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	18	18	..	1	..	..	..	..	..	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	9	9	..	..	..	2	..	..	..	2
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	8	8	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line . .	..	1,442	1,442	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	9	9	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	4	25	29	..	..	..	1	8	10	8	11
(*e*) Train wrecking	..	1	1	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking . . .	6	10	16	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	1	101	102	..	..	2	5	1	4	3	9
Total . .	13	3,235	3,248	..	1	3	23	9	14	12	38

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	2	2	..	..	..	..	..	..	..	..	1
..	7	7	..	..	..	..	..	..	..	..	2
..	1	1	..	..	..	..	..	..	..	..	3
1	15	16	..	..	1	1	..	..	1	1	4
..	28	28	..	..	..	..	..	..	..	..	5
..	13	13	..	..	..	..	..	..	..	..	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	30	30	..	..	..	3	..	..	..	3	7 (*b*)
..	6	6	..	..	..	..	..	..	..	..	8 (*a*)
2	519	521	..	..	..	1	..	..	..	1	8 (*b*)
..	6	6	..	..	..	..	..	..	..	..	9 (*a*) 1
..	39	39	..	..	..	..	..	..	..	..	9 (*a*) 2
..	13	13	..	..	..	..	..	..	..	..	9 (*b*) 1
..	204	204	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
1	7	8	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
1	377	378	..	..	..	..	1	..	1	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	31	31	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	5	5	..	..	..	1	..	..	..	1	10 (*d*)
..	56	56	..	..	..	..	..	..	..	..	11 (*a*)
1	4	5	..	..	..	1	1	..	1	1	11 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*a*)
..	1,236	1,236	..	..	..	..	..	..	..	..	12 (*b*)
..	11	11	..	..	..	1	..	..	..	1	12 (*c*)
1	9	10	..	..	..	..	1	3	1	3	12 (*d*)
..	8	8	..	..	..	..	..	..	..	..	12 (*e*)
..	8	8	..	..	..	..	..	..	..	..	12 (*f*)
..	39	39	..	..	..	..	..	..	..	..	12 (*g*)
7	2,678	2,685	..	..	1	8	3	3	4	11	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accidents.	CLASS I										
	JODHPUR.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 157, 159 & 161.)	Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) Other causes	2	..	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	3	3	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	1	1	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	9	9	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	4	..	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	2	..	2	1	1	..	..	..	..	1	1
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	123	123	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	9	155	164	1	1	..	..	..	..	1	1

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
5	..	5	..	12	..	..	..	..	..	12	2
..	..	..	..	..	..	..	..	..	..	..	3
..	6	6	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
3	..	3	..	..	..	2	..	..	..	2	7 (*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
..	5	5	..	..	..	..	..	..	..	..	8 (*b*)
..	3	3	..	..	..	..	..	..	..	..	9 (*a*) 1
..	22	22	..	..	..	..	..	..	..	..	9 (*a*) 2
..	27	27	..	..	..	..	..	..	..	..	9 (*b*) 1
..	77	77	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	22	22	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	18	18	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
1	13	14	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	11	11	..	2	..	..	..	..	..	2	11 (*a*)
1	..	1	..	..	..	..	1	..	1	..	11 (*b*)
..	7	7	..	..	..	..	..	..	..	..	12 (*a*)
4	836	840	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
7	2	9	..	..	..	..	..	3	..	3	12 (*d*)
1	1	2	..	..	..	2	..	..	..	2	12 (*e*)
24	..	24	..	..	..	..	..	..	..	..	12 (*f*)
..	13	13	..	..	..	..	..	1	..	1	12 (*g*)
47	1,068	1,115	..	14	..	4	1	4	1	22	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Nizam's State.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	1	..	1	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	3	..	3	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	17	17	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	1	1	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	2	2	..	..	..	..	..	..	..	..
(2) other causes	..	104	104	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankment	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	334	334	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..
(*e*) Train wrecking.	..	23	23	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	..	4	4	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	4	4	..	..	..	..	..	..	..	..
Total	4	503	507	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 177.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	2	2	..	..	..	..	..	..	..	..	4
..	5	5	..	..	..	..	..	2	..	2	5
..	4	4	..	..	..	2	..	..	..	2	6
3	3	6	..	1	..	..	..	..	..	1	7 (*a*)
21	..	21	..	..	..	..	..	..	..	..	7 (*b*)
..	338	338	..	..	..	..	..	..	..	..	8 (*a*)
..	691	691	..	..	..	1	..	..	..	1	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	61	61	..	..	..	..	..	..	..	..	9 (*a*) 2
..	56	56	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*112	*112	..	..	..	..	..	..	..	..	9 (*b*) 2
1	1	2	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	10	10	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	284	284	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	119	119	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
10	50	60	..	..	..	..	..	..	..	..	10 (*c*)
..	3	3	..	..	..	..	..	..	..	..	10 (*d*)
..	5	5	..	..	..	..	..	..	..	..	11 (*a*)
..	7	7	..	..	..	..	..	..	..	..	11 (*b*)
..	6	6	..	..	..	..	..	..	..	..	12 (*a*)
..	750	750	..	..	..	..	..	..	..	..	12 (*b*)
..	27	27	..	..	..	..	..	..	..	..	12 (*c*)
3	4	7	..	..	..	..	5	6	5	6	12 (*d*)
1	3	4	..	..	..	..	..	..	..	..	12 (*e*)
1	1	2	..	..	..	..	..	..	..	..	12 (*f*)
..	34	34	..	..	..	..	..	..	..	..	12 (*g*)
40	2,578	2,618	..	1	..	3	5	8	5	12	Total.

* Includes 3 failures with rail motors and six with steam coaches.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ROHILKUND AND KUMAON.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210)
201	202	203	204	205	206	207	208	209	210	211	212
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	..	..	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	..	11	11	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	17	17	..	..	..	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto other rolling stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	2	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	1	1	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	87	87	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	2	2	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	21	21	..	..	..	..	..	..	..	..
Total	..	143	143	..	..	.	..	..	.	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the ervants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216, 218 & 220.)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
7	..	7	..	..	..	..	..	..	..	..	7 (*b*)
..	2	2	..	..	..	2	..	..	..	2	8 (*a*)
1	5	6	..	..	..	1	..	13	..	14	8 (*b*)
..	24	24	..	..	..	..	..	..	..	..	9 (*a*) 1
..	103	103	..	..	..	..	..	..	..	..	9 (*a*) 2
..	4	4	..	..	..	..	..	..	..	..	9 (*b*) 1
..	46	46	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	..	2	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
107	..	107	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
4	..	4	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
3	..	3	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
18	..	18	..	..	..	..	..	..	..	..	12 (*a*)
..	2,225	2,225	..	..	..	..	..	..	..	..	12 (*b*)
26	..	26	..	..	..	..	..	..	..	..	12 (*c*)
12	..	12	..	..	..	..	1	5	1	5	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
181	2,412	2,593	..	..	..	3	1	18	1	21	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling

different classes of accidents and the number of passengers,

TOTAL CLASS I

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.*		*Railway servants.*		*Other persons.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	3	4	..	5	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	7	10	17	..	12	..	1	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	2	3	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	79	81	..	..	1	6	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	43	45	..	..	4	8	..	2
6. Collisions between light engines	..	34	34	..	..	..	11	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	10	6	16	..	1	..	..	..	..
(*b*) Other causes	49	62	111	..	20	..	5	..	..
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	1	387	388	..	..	..	7	..	..
(*b*) Other causes	10	2,417	2,427	1	2	..	7	..	13
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	55	55	..	..	..	..	..	..
(2) machinery, springs, etc.	..	407	407	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	184	184	..	..	..	..	..	..
(2) other causes	..	1,135	1,135	..	..	..	..	..	..
(*c*) The failure of tyres	1	6	7	..	..	..	..	..	..
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..
(*e*) Ditto axles	3	39	42	..	..	..	1	..	..
(*f*) Ditto brake apparatus	1	3	4	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	108	1,863	1,971	..	..	..	..	1	1
(*h*) Ditto other rolling stock	..	4	4	..	..	..	..	..	..
10 Failure of permanent way—									
(*a*) Broken rails	4	335	339	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	..	3	3	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	33	89	122	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	4	31	35	..	..	..	1	..	..
11. Fires—									
(*a*) Fire in trains	3	128	131	1	4	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	56	61	..	..	..	3	2	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	18	38	56	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	9	8,673	8,682	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	49	88	137	..	..	1	1	..	1
(*d*) Trains running over obstructions or vehicles at level-crossings.	36	65	101	..	2	..	1	21	44
(*e*) Train-wrecking	9	38	47	..	..	..	2	..	..
(*f*) Attempted train-wrecking	55	60	115	..	..	..	..	..	..
(*g*) Miscellaneous	2	267	269	..	3	2	19	1	7
Total	423	16,612	17,035	2	49	8	73	25	68

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*concld.*		CLASS II RAILWAYS.												
		BARSI LIGHT.			BENGAL DOOARS.			BHAVNAGAR STATE.			BIKANER STATE.			
Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	Serial No. of class of accidents. (See column No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
..	5	..	..	..	..	..	..	..	..	..	..	..	..	1
..	13	..	..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	6	..	..	..	..	..	..	..	..	..	..	..	..	4
4*	10	..	..	..	..	..	..	..	..	..	..	..	..	5
..	11	..	..	..	..	..	..	..	..	..	..	..	..	6
..	1	..	..	..	..	1	1	..	..	..	1	..	1	7 (*a*)
..	25	..	2	2	..	..	..	..	..	..	3	..	3	7 (*b*)
..	7	..	..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
1	22	..	12	12	..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	19	19	..	..	..	9 (*a*) 1
..	..	..	..	..	..	..	..	..	11	11	..	1	1	9 (*a*) 2
..	..	..	..	..	..	1	1	..	..	..	..	2	2	9 (*b*) 1
..	..	..	15	15	..	1	1	..	1	1	..	2	2	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
1	1	..	3	3	..	1	1	..	..	..	..	1	1	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	1	1	2	..	8	8	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
1	4	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
2	3	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	..	..	46	46	..	7	7	..	62	62	..	183	183	12 (*b*)
1	2	..	3	3	..	4	4	..	5	5	..	..	..	12 (*c*)
21	47	..	..	..	..	..	..	..	..	..	..	..	..	12 (*d*)
..	2	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	2	2	..	..	..	..	1	1	1	..	1	12 (*f*)
3	29	..	5	5	..	..	..	..	1	1	..	7	7	12 (*g*)
35	190	..	88	88	..	15	15	1	101	102	5	204	209	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gon-	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	2	2	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	2	..	2	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	7	..	7	..	..
(b) Other causes	23	..	23	..	1	1	1	..	1	..	..
8. Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	1	1	..	5	5	..	..
(b) Other causes	1	18	19	..	..	..	..	19	19	20	..
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	1	..	1	2	..
(2) machinery, springs, etc.	..	..	..	..	..	..	1	25	26	2	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	4	4	..	..	..	..	..	..	..	..
(2) other causes	..	14	14	..	20	20	..	..	..	..	..
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	1	1	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	1	..	1	..	..	..	..	..	..	..	..
(g) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	..
(h) Ditto other Rolling Stock.	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way—											
(a) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	1	1	..	..	..	..	1	1	..	..
(d) Slips in cuttings or embankments	2	21	23	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	1	..
(b) Trains running over cattle on the line.	..	6	6	..	41		..	19	19	8	..
(c) Trains running over obstructions on the line (other than those at level crossings).	2	4	6	..		..	2	10	12	..	..
(d) Trains running over obstructions or vehicles at level crossings.	..	5	5	..	..	..	..	..	..	..	..
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	4	4	..	..	..	..	..	5	5	..	..
Total	29	80	109	..	65	65	14	86	100	33	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total (Cols. 272 and 273.)	Serial No. of class of accidents. (See column No. 259.)
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	7	..	7	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	1	1	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	3	..	3	..	..	..	..	..	..	..	..	..	7(*a*)
..	15	..	15	..	..	..	..	..	..	..	..	..	7(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	8(*a*)
20	..	..	..	..	9	9	..	3	3	..	1	1	8(*b*)
2	..	..	..	..	..	..	..	..	..	..	4	4	9(*a*) (1)
2	..	4	4	..	..	..	..	..	..	..	3	3	9(*a*) (2)
..	..	..	..	..	4	4	..	4	4	..	..	..	9(*b*) (1)
..	..	..	..	..	..	..	..	1	1	..	2	2	9(*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(*f*)
..	6	..	6	..	..	..	..	5	5	..	..	..	9(*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9(*h*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10(*c*)
..	..	..	..	..	..	..	..	..	..	..	1	1	10(*d*)
..	1	..	1	..	..	..	..	..	..	..	..	..	11(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11(*b*)
1	1	..	1	..	..	..	..	..	..	..	1	1	12(*a*)
8	..	3	3	..	19	19	..	8	8	..	9	9	12(*b*)
..	..	5	5	..	..	..	..	2	2	..	..	..	12(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12(*e*)
..	..	..	..	..	..	..	..	..	..	..	4	4	12(*f*)
..	2	..	2	..	1	1	..	..	..	..	..	..	1
33	35	12	47	..	33	33	..	23	23	..	26	26	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

Class of accident.	CLASS II RAILWAYS. Mysore Railways.			Shahdara (Delhi). Saharanpur Light.			Total Class II					
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 283 and 284.)	Passengers.		Railway servants.
										Killed.	Injured.	Killed.
276	277	278	279	280	281	282	283	284	285	286	287	288
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	7	3	10	..	3	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	2	..	2	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	1	1	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	11	1	12	..	..	..
(*b*) Other causes	1	1	2	..	..	..	43	4	47	4	9	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	6	6	..	..	..
(*b*) Other causes	..	2	2	..	..	..	21	64	85	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	..	..	..	..	..	..	3	23	26	..	..	..
(2) machinery, springs, etc.	..	..	..	..	1	1	3	45	48	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	2	2	..	..	..	..	17	17	..	..	..
(2) other causes	..	20	20	..	..	..	..	76	76	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	2	2	..	..	..	..	2	2	..	..	..
(*e*) Ditto axles	..	1	1	..	4	4	..	6	6	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	1	..	1	..	..	..
(*g*) Ditto couplings and draft gear.	..	8	8	..	1	1	6	21	27	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent way												
(*a*) Broken rails	..	..	..	..	..	..	1	9	10	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	..	..	..	..	..	..	..	2	2	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	2	22	24	..	..	..
11. Fires—												
(*a*) Fire in trains	..	..	..	..	..	..	1	1	2	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..	..
12. Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	2	1	3	..	..	..
(*b*) Trains running over cattle on the line.	..	92	92	..	1	1	8	496	504	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	1	1	..	..	..	4	34	38	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	5	5	..	..	..
(*e*) Train-wrecking	..	..	..	..	1	1	1	8	9	..	..	..
(*f*) Attempted train wrecking	..	..	..	..	1	1	2	26	28	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..	..
Total	1	131	132	..	9	9	118	873	991	4	12	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1932-33 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS.					TOTAL CLASS III RAILWAYS.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 276.)
Injured.	Killed.	Injured.	Killed. (Cols. 286, 288 and 290.)	Injured. (Cols. 287, 289 and 291.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 297, 299 and 301.)	Injured. (Cols. 298, 300 and 302.)	
289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	1	..	1	3	7	1	8	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7(*a*)
2	..	..	4	11	17	12	29	..	..	..	..	..	..	..	..	7(*b*)
..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	8(*a*)
1	..	..	..	1	3	57	60	..	..	..	1	..	..	..	1	8(*b*)
..	..	..	..	..	..	4	4	..	..	..	..	..	..	..	..	9(*a*) (1)
..	..	..	..	..	2	1	3	..	..	..	..	..	..	..	..	9(*a*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*b*) (1)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9(*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*d*)
..	..	..	..	..	1	5	6	..	..	..	..	..	..	..	..	9(*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*f*)
..	..	..	..	..	4	15	19	..	..	..	..	..	..	..	..	9(*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9(*h*)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	10(*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10(*d*)
..	..	..	..	..	.	..	..	..	..	..	..	..	..	..	..	11(*a*)
..	..	..	..	..	–	1	1	..	..	..	..	..	..	..	..	11(*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*a*)
..	14	32	14	32	5	46	51	..	..	..	..	..	..	..	..	12(*b*)
1	..	1	..	2	1	60	61	..	..	..	..	..	..	..	..	12(*c*)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	12(*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12(*e*)
..	..	..	..	..	4	3	7	..	..	..	..	..	..	..	..	12(*f*)
..	..	..	..	..	..	..	..	..	..	..	..	1	2	1	2	12(*g*)
4	15	33	19	49	46	215	261	..	..	..	2	1	2	1		Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-distinguishing between the different classes of accidents and the number of passengers, railway

Class of accident.	TOTAL ALL RAILWAYS.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total.		*Passengers.*			
					(Cols. 307 and 309.)	(Cols. 308 and 310.)	Killed.		Injured.	
306	1932-33. 307	*1931-32.* 308	1932-33. 309	*1931-32.* 310	1932-33. 311	*1931-32.* 312	1932-33. 313	*1931-32.* 314	1932-33. 315	*1931-32.* 316
1. Collisions between passenger trains or parts of passenger trains.	1	*3*	3	*3*	4	*6*	..	..	5	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	21	*29*	14	*21*	35	*50*	..	..	15	*4*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	3	*4*	2	*5*	5	*9*	..	..	..	*2*
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	2	*4*	80	*108*	82	*112*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	2	..	43	*53*	45	*53*	..	..	..	..
6. Collisions between light engines	..	*1*	34	*34*	34	*35*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	22	*21*	7	*18*	29	*39*	..	..	1	*4*
(*b*) Other causes	109	*181*	78	*74*	187	*255*	4	*5*	29	*46*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	1	*1*	395	*496*	396	*497*	..	..	..	..
(*b*) Other causes	34	*23*	2,538	*2,771*	2,572	*2,794*	1	..	2	..
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	3	*2*	82	*81*	85	*83*	..	..	..	..
(2) machinery, springs, etc.	5	*3*	453	*491*	458	*494*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	201	*287*	201	*287*	..	..	..	..
(2) other causes	..	..	1,216	*1,538*	1,216	*1,538*	..	..	..	..
(*c*) The failure of tyres	1	*1*	6	*8*	7	*9*	..	..	..	..
(*d*) Ditto wheels	..	..	4	*8*	4	*8*	..	..	..	..
(*e*) Ditto axles	4	*9*	50	*77*	54	*86*	..	..	..	..
(*f*) Ditto brake apparatus	2	..	3	*14*	5	*14*	..	..	..	..
(*g*) Ditto couplings and draft gear	118	*175*	1,899	*3,400*	2,017	*3,575*	..	..	..	*1*
(*h*) Ditto Other Rolling Stock	..	..	4	..	4	..	..	..	..	..
10. Failure of Permanent way—										
(*a*) Broken rails	6	*6*	344	*300*	350	*306*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	*2*	3	*5*	3	*7*	..	..	..	..
(*c*) The flooding of portions of permanent-way.	33	*46*	91	*90*	124	*136*	..	..	..	..
(*d*) Slips in cuttings or embankments	6	*7*	53	*62*	59	*69*	..	*3*	..	*6*
11. Fires—										
(*a*) Fire in trains	4	*5*	129	*102*	133	*107*	1	..	4	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	5	*6*	57	*53*	62	*59*	..	..	..	..
12. Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	20	*13*	39	*55*	59	*68*	..	..	..	..
(*b*) Trains running over cattle on the line	22	*35*	9,215	*8,755*	9,237	*8,790*	..	..	..	*3*
(*c*) Trains running over obstructions on the line (other than those at level crossings).	54	*34*	182	*134*	236	*168*	..	..	..	*1*
(*d*) Trains running over obstructions or vehicles at level crossings.	36	*33*	73	*74*	109	*107*	..	..	2	..
(*e*) Train-wrecking	9	*28*	38	*4*	47	*32*	..	..	..	*20*
(*f*) Attempted train-wrecking	60	*57*	71	*65*	131	*122*	..	..	..	..
(*g*) Miscellaneous	4	*14*	293	*390*	297	*404*	..	..	3	*6*
Total	587	*743*	17,700	*19,576*	18,287	*20,319*	6	*8*	61	*93*

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1931-32 and 1932-33 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

TOTAL ALL RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of Class of Accident (see column No. 306).
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	
1932-33. 317	*1931-32.* 318	1932-33. 319	*1931-32.* 320	1932-33. 321	*1931-32.* 322	1932-33. 323	*1931-32.* 324	1932-33. 325	*1931-32.* 326	1932-33. 327	*1931-32.* 328	329
..	..	..	*3*	..	..	..	..	..	..	5	*3*	1
..	..	2	*18*	1	..	..	*1*	1	..	17	*23*	2
..	..	..	*2*	..	..	..	..	..	..	..	*4*	3
1	*3*	6	*15*	..	*1*	..	*2*	1	*4*	6	*17*	4
4	..	8	..	..	..	2	..	4	..	10	..	5
..	*1*	11	*12*	..	..	..	..	..	*1*	11	*12*	6
..	..	..	*10*	..	..	..	..	..	..	1	*14*	7 (*a*)
..	..	7	*13*	..	..	..	..	4	*5*	36	*59*	7 (*b*)
..	..	7	*2*	..	..	..	..	..	..	7	*2*	8 (*a*)
..	*1*	9	*21*	..	*1*	13	..	1	*2*	24	*21*	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*a*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	1	..	..	..	..	..	..	..	1	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	1	..	1	..	1	..	1	*1*	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	*6*	..	*1*	..	..	..	..	..	*6*	..	*1*	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	*2*	1	*6*	..	..	..	..	..	*5*	1	*12*	10 (*d*)
..	..	..	..	..	..	..	..	1	..	4	..	11 (*a*)
..	..	3	*1*	2	*1*	..	*6*	2	*1*	3	*6*	11 (*b*)
..	..	..	*2*	..	..	..	..	..	..	..	*2*	12 (*a*)
..	*1*	..	*2*	14	*12*	32	*12*	14	*13*	32	*17*	12 (*b*)
1	*1*	2	*3*	..	*1*	2	*1*	1	*2*	4	*5*	12 (*c*)
..	..	1	*4*	21	*12*	44	*33*	21	*12*	47	*37*	12 (*d*)
..	..	2	*20*	..	..	..	..	..	..	2	*40*	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
2	*1*	19	*22*	2	*4*	9	*8*	4	*5*	31	*36*	12 (*g*)
8	*16*	79	*157*	41	*32*	103	*62*	55	*56*	243	*312*	Total.

APPEN

Number of persons killed or injured during the year 1932-33 on all railways open for traffic, distinguishing ***movement of vehicles used exclusively***

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 331, 333 and 335.)	Injured. (Cols. 332, 334 and 336.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 339, 341 and 343.)	Injured. (Cols. 340, 342 and 344.)
330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346
1. Ascending or descending steps at stations.	..	2	..	4	1	1	1	7	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	15	1	..	1	15	..	..	..	..	..	..	..	..
3. Falling off platforms	..	1	..	17	..	2	..	20	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	1	1	3	614	6	10	10	625	..	..	..	1	..	2	..	3
5. Moving or carrying goods at stations, etc.	..	1	1	180	1	3	2	184	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	..	55	..	..	..	55	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	..	..	218	..	6	..	224	..	..	..	2	..	..	..	2
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	..	215	..	..	..	215	..	..	..	1	..	..	..	1
9. Falling off platforms, ladders, scaffolds, etc.	..	..	5	163	3	9	8	172	..	..	..	..	..	..	..	..
10. Stumbling whilst walking on the line or platforms.	1	8	1	123	10	12	12	143	..	..	..	1	..	..	..	1
11. Attending to stationary engines in sheds.	..	..	..	1,680	..	..	..	1,680	..	..	..	2	..	..	..	2
12. Being trampled on or kicked by horses.	..	..	..	24	1	1	1	25	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	2	769	1	1	3	770	..	..	..	..	..	..	..	..
14. Miscellaneous . . .	8	8	11	1,837	20	27	39	1,872	..	..	..	1	..	1	..	2
Total	10	21	23	5,914	44	72	77	6,007	..	..	..	8	..	3	..	11

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents in which upon railways was not concerned.

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 347, 349 and 351.)	Injured. (Cols. 348, 350 and 352.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 355, 357 and 359.)	Injured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	..	..	..	..	..	..	..	..	2	..	4	1	1	1	7	1. Ascending or descending steps at stations.
..	..	..	..	..	..	..	..	..	..	..	15	1	..	1	15	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	1	..	17	..	2	..	20	3. Falling off platforms.
..	..	..	..	..	..	..	..	1	1	3	615	6	12	10	628	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	1	1	180	1	3	2	184	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	..	55	..	..	..	55	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	..	..	220	..	6	..	226	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	..	216	..	..	..	216	8. Falling off, or getting on or off, stationary engines or vehicles.
..	..	..	..	..	..	..	..	..	..	5	163	3	9	8	172	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	1	8	1	124	10	12	12	144	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,682	..	..	..	1,682	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	24	1	1	1	25	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	2	769	1	1	3	770	13. Working on the line or in sidings.
..	..	1	..	..	..	1	..	8	8	12	1,838	20	28	40	1,874	14. Miscellaneous.
..	..	1	..	..	..	1	..	10	21	24	5,922	44	75	78	6,018	Total.

APPEN

Accidents to railway servants on ***Class I Railways****, classified in respect of primary causes, during the year 1932-33*
[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
364	365	366	367	368	369	370	371	372	373	374	375	376
Assam-Bengal	..	..	8	72·7	..	..	2	18·2	..	..	1	9·10
Bengal and North-Western	..	..	5	38·0	..	..	7	54·0	..	..	1	8·00
Bengal-Nagpur	5	38·4	5	17·2	5	38·5	22	75·9	3	23·1	2	6·90
Bombay, Baroda and Central India.	5	35·7	184	90·6	6	42·9	13	6·40	3	21·4	4	1·97
Burma	3	37·5	35	76·1	5	62·5	10	21·7	..	..	1	2·17
Eastern Bengal	7	46·7	30	38·0	8	53·3	48	60·8	..	..	..	..
East Indian	38	77·6	366	96·3	10	20·4	12	3·16	1	2·04	2	0·53
Great Indian Peninsula	17	77·3	533	92·7	5	22·7	41	7·13	..	..	1	0·17
Jodhpur	1	100·0	..	..	..	..	..	..	..	.	..	..
Madras and Southern Mahratta	3	42·9	115	95·8	4	57·1	5	4·20	..	..	..	..
Nizam's State	2	40·0	14	53·8	3	60·0	12	46·2	..	..	..	..
North Western	36	94·7	224	99·6	..	..	..	..	2	5·26	1	0·44
Rohilkund and Kumaon	1	100·0	5	62·5	..	..	3	37·5	..	..	..	..
South Indian	3	37·5	34	81·0	5	62·5	8	19·0	..	..	..	..
Total	121	66·3	1,558	88·5	51	28·1	183	10·6	9	5·06	13	0·76

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii).]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed. (Cols. 365, 369, 373, 377 and 381.)	Injured. (Cols. 367, 371, 375, 379 and 383.)	
377	378	379	380	381	382	383	384	385	386	387
..	..	..	..	..	..	..	..	..	11	Assam-Bengal.
1	100·0	..	..	..	..	..	..	1	13	Bengal and North-Western.
..	..	..	..	..	..	..	..	13	29	Bengal-Nagpur.
..	..	2	0·99	..	..	..	..	14	203	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	8	46	Burma.
..	..	..	..	..	..	1	1·27	15	79	Eastern Bengal.
..	..	..	..	..	..	..	..	49	380	East Indian.
..	..	..	..	..	..	..	..	22	575	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	..	Jodhpur.
..	..	..	..	..	..	..	..	7	120	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	5	26	Nizam's State.
..	..	..	..	..	..	..	..	38	225	North Western.
..	..	..	..	..	..	..	..	1	8	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	8	42	South Indian.
1	0·56	2	0·12	..	..	1	0·06	182	1,757	Total.

Number of accidents occurred during the year 1932-33 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(a) Total number of accidents..	..	1	32	39	2,262	63	327	1,103	1,665
(b) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	30	2,262	31	326	1,083	1,665
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	1	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	9	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	1	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	3	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	5	..	..	1	2	..
Total (b) ..	Killed ..	..	..	1	..	..	..	1	..
	Injured ..	..	..	36	2,262	31	327	1,097	1,665
(c) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	1	..
	Injured ..	..	..	2	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	2	..	3	..
	Injured ..	..	..	..	..	3	..	1	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	1	..	..	..	..	..	..
	Injured ..	..	1	..	..	..	..	..	..
Total (c) ..	Killed ..	..	1	..	..	2	..	4	..
	Injured ..	..	1	2	..	3	..	1	..
(d) GRAND TOTAL = (b + c) ..	Killed ..	..	1	1	..	2	..	5	..
	Injured ..	..	1	38	2,262	34	327	1,098	1,665

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.						
398	399	400	401	402	403	404	405	406	407	408	
..	941	894	982	10	236	8,555	89	..	8,644	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	..	..	..	1	2	..	..	2	Killed	1
..	895	894	982	10	234	8,412	89	..	8,501	Injured	
..	..	..	..	..	1	1	..	..	1	Killed	2
..	46	..	..	..	1	48	..	..	48	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	9	..	..	9	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	4
..	..	..	..	..	..	3	..	..	3	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	8	..	..	8	Injured	
..	..	..	..	..	2	4	..	..	4	Killed	Total (*b*).
..	941	894	982	10	235	8,480	89	..	8,569	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	2
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	5	..	..	5	Killed	3
..	..	..	..	..	..	4	..	..	4	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	1	..	..	1	Killed	5
..	..	..	..	..	..	1	..	..	1	Injured	
..	..	..	..	..	..	7	..	..	7	Killed	Total (*c*).
..	..	..	..	..	..	7	..	..	7	Injured	
..	..	..	..	..	2	11	..	..	11	Killed	Grand Total (*d*).
..	941	894	982	10	235	8,487	89	..	8,576	Injured	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam Bengal	3′ 3¾″	204	97·1	829	95·5	3·02	5,852	86·4	3·38
Bengal and North-Western	3′ 3¾″	394	62·9	1,561	66·4	13·7	11,920	*Nil*	0·86
Bengal Nagpur	5′ 6″	736	98·8	1,165	98·5	1·55	23,866	70·0	30·0
	2′ 6″	115	93·0	432	90·7	*Nil*	2,046	89·3	0·10
Bombay, Baroda and Central India.	5′ 6″	374	100·0	957	100·0	*Nil*	10,441	85·6	9·15
	3′ 3¾″	461	99·8	1,580	99·9	0·06	9,776	24·7	11·1
	2′ 6″	25	*Nil*	67	*Nil*	*Nil*	329	*Nil*	*Nil*
Burma	3′ 3¾″	406	96·6	1,444	83·0	2·77	10,536	37·8	1·59
Eastern Bengal	5′ 6″	319	100·0	1,141	99·6	0·44	8,259	50·1	48·8
	3′ 3¾″	225	100·0	1,128	89·1	10·9	5,470	28·5	1·61
	2′ 6″	10	*Nil*	59	*Nil*	*Nil*	28	*Nil*	*Nil*
East Indian	5′ 6″	1,627	99·1	3,475	97·8	1·53	49,558	78·3	20·0
Great Indian Peninsula	5′ 6″	905	99·5	2,406	100·0	*Nil*	19,995	86·9	12·7
	2′ 6″	22	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3¾″	107	66·3	319	76·8	3·45	2,598	0·35	0·04
Madras and Southern Mahratta.	5′ 6″	305	98·7	1,020	96·7	3·23	6,359	77·6	21·5
	3′ 3¾″	371	70·3	1,134	82·5	6·87	8,420	3·29	39·1
Nizam's State	5′ 6″	87	100·0	181	98·9	1·10	2,254	58·7	38·8
	3′ 3¾″	82	90·2	203	100·0	*Nil*	1,512	33·9	1·12
North Western	5′ 6″	1,280	98·8	3,891	98·9	1·05	29,973	81·4	15·1
	2′ 6″	101	*Nil*	397	88·9	*Nil*	913	82·3	1·86
Rohilkund and Kumaon	3′ 3¾″	80	70·0	234	50·4	28·2	2,673	0·67	0·22
South Indian	5′ 6″	155	100·0	435	97·2	2·53	2,233	77·3	21·0
	3′ 3¾″	413	99·0	1,429	90·6	5·53	7,026	3·87	3·96
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,815	93·6	25,573	92·4	3·12	222,350	61·2	16·6
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	37	84·0	120	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3¾″	19	47·4	70	20·0	32·9	450	0·22	*Nil*
Bhavnagar State	3′ 3¾″	31	77·3	179	76·5	21·2	755	0·13	1·72
Bikaner State	3′ 3¾″	55	45·4	187	28·9	18·7	1,258	6·36	*Nil*
Darjeeling Himalayan	2′ 0″	35	2·86	132	*Nil*	*Nil*	535	*Nil*	*Nil*
Dibru Sadiya	3′ 3¾″	28	92·8	66	83·3	16·6	1,600	22·1	55·5
Gaekwar's Baroda State	2′ 6″	41	*Nil*	171	*Nil*	*Nil*	874	*Nil*	*Nil*
Gondal	3′ 3¾″	23	100·0	117	72·6	24·8	449	*Nil*	1·34
Howrah-Amta	2′ 0″	19	*Nil*	142	16·9	*Nil*	82	100·0	*Nil*
Jamnagar and Dwarka	3′ 3¾″	20	60·0	79	67·1	91·1	625	94·4	7·52
Junagad State	3′ 3¾″	19	89·5	92	68·5	20·7	319	6·27	31·0
Morvi	3′ 3¾″	20	90·0	119	84·0	16·0	252	0·79	1·19
Mysore	3′ 3¾″	35	97·1	179	91·6	6·15	554	61·9	2·12
	2′ 6″	7	85·7	29	10·3	*Nil*	84	3·52	97·6
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	44	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	50	*Nil*	*Nil*	229	*Nil*	*Nil*
Total	..	405	55·8	1,737	50·2	14·8	8,396	19·0	15·6
GRAND TOTAL (CLASS I & II RLYS.).	..	9,220	91·9	27,310	89·7	3·87	230,746	59·6	16·6

DIX E.

carriages provided with latrine accommodation ***on Class I and II Railways*** *on the 31st March 1933.*

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
618	*Nil*	94·2	*Nil*	227	210	437	*Nil*	98·7	99·1	98·9	Assam Bengal.
1,314	*Nil*	100·0	61	485	78	624	100·0	48·0	100·0	54·3	Bengal and North Western.
932	12·0	88·0	64	409	187	660	100·0	95·1	95·9	95·8	Bengal Nagpur.
404	*Nil*	91·1	11	185	51	247	100·0	82·2	54·8	75·1	
733	*Nil*	100·0	*Nil*	301	127	428	*Nil*	94·1	59·1	80·0	Bombay, Baroda and Central India.
1,431	*Nil*	100·0	*Nil*	762	271	1,033	*Nil*	88·1	100·0	90·9	
67	*Nil*	28·4	*Nil*	27	23	50	*Nil*	65·9	100·0	78·1	
1,163	*Nil*	82·7	*Nil*	581	282	863	*Nil*	91·6	89·5	90·9	Burma.
875	*Nil*	100·0	13	209	245	467	92·9	76·8	67·5	72·0	Eastern Bengal.
884	0·23	99·5	24	390	252	666	100·0	100·0	100·0	100·0	
59	*Nil*	10·2	*Nil*	1	*Nil*	1	*Nil*	2·78	*Nil*	2·04	
2,876	2·57	80·2	141	1,276	761	2,178	100·0	98·3	97·6	98·2	East Indian.
1,514	3·10	96·9	2	601	341	944	100·0	84·8	76·6	81·7	Great Indian Peninsula.
49	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
238	*Nil*	100·0	13	95	92	200	100·0	100·0	100·0	100·0	Jodhpur.
765	8·24	91·8	1	296	237	534	100·0	84·6	90·1	86·9	Madras and Southern Mahratta.
948	16·4	83·6	*Nil*	472	290	762	*Nil*	98·7	90·3	95·3	
138	29·7	70·3	*Nil*	57	18	75	*Nil*	100·0	90·0	97·4	Nizam's State.
170	64·7	35·3	*Nil*	84	23	107	*Nil*	96·6	88·5	94·7	
*2,821	1·38	97·2	67	1,113	842	2,022	100·0	100·0	100·0	100·0	North Western.
*329	*Nil*	80·5	14	183	48	245	100·0	100·0	100·0	100·0	
246	*Nil*	100·0	3	106	44	153	100·0	70·2	100·0	77·3	Rohilkund and Kumaon.
331	*Nil*	91·2	*Nil*	143	78	221	*Nil*	100·0	100·0	100·0	South Indian.
1,339	*Nil*	91·8	*Nil*	574	116	690	*Nil*	79·8	38·0	67·4	
35	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6	
20,279	3·17	91·3	414	8,611	4,652	13,677	99·5	87·1	87·3	87·5	Total.
											CLASS II RAILWAYS.
120	*Nil*	100·0	*Nil*	11	*Nil*	11	*Nil*	12·2	*Nil*	33·3	Barsi Light.
63	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
135	*Nil*	97 0	*Nil*	84	12	96	*Nil*	100·0	100·0	100·0	Bhavnagar State.
146	*Nil*	100·0	5	91	17	113	100·0	100·0	100·0	100·0	Bikaner State.
110	5·45	81·8	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
163	*Nil*	86·5	*Nil*	78	38	116	*Nil*	71·5	100·0	78·9	Gackwar's Baroda State.
94	*Nil*	100·0	*Nil*	50	11	61	*Nil*	96·1	84·6	93·8	Gondal.
129	*Nil*	100·0	*Nil*	4	21	25	*Nil*	4·59	77·7	20·1	Howrah-Amta.
61	*Nil*	100·0	*Nil*	37	*Nil*	37	*Nil*	92·1	*Nil*	92·1	Jamnagar and Dwarka.
83	*Nil*	89·2	*Nil*	27	5	32	*Nil*	87·1	41·7	74·4	Junagad State.
94	*Nil*	100·0	*Nil*	54	11	65	*Nil*	100·0	100·0	100·0	Morvi.
155	*Nil*	96·7	*Nil*	94	14	108	*Nil*	100·0	100·0	100·0	Mysore.
29	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	60·0	*Nil*	60·0	
50	*Nil*	100·0	3	12	2	17	100·0	28·6	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,491	0·40	95·4	11	617	153	781	52·4	66·7	78·9	72·4	Total.
21,770	2·98	91·6	425	9,228	4,805	14,458	97·3	85·4	87·0	86·5	GRAND TOTAL (CLASS I & II RLYS.).

* Includes State Saloons, Store vans, Road vans, Medical vans, Saloons exclusively used for departmental purposes; Military Dining and Tourist cars.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1932-33.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile.
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	93,223	1,798	1,44,469	110·6	0·04
Bengal and North-Western	30,922	82,403	1,788	1,15,113	54·5	0·01
Bengal Nagpur	79,229	3,86,318	16,276	4,81,823	142·0	0·04
Bombay, Baroda and Central India	2,08,094	6,50,346	12,806	8,71,246	220·9	0·05
Burma	*Nil*	76,134	5,348	81,482	39·6	0·01
Eastern Bengal	4,837	2,93,267	31,103	3,29,207	164·8	0·04
East Indian	*Nil*	7,32,195	79,168	8,11,363	193·9	0·03
Great Indian Peninsula	23,504	3,85,972	19,125	4,28,601	115·0	0·02
Jodhpur	*Nil*	20,488	3,319	23,807	24·4	0·01
Madras and Southern Mahratta	2,19,506	2,69,970	9,290	4,98,766	154·4	0·04
Nizam's State	1,74,852	†	50,692	2,25,544	167·3	0·07
North Western	*Nil*	10,79,233	18,537	10,97,770	158·0	0·05
Rohilkund and Kumaon	10,000	25,349	1,263	36,612	64·1	0·02
South Indian	2,07,855	1,41,054	3,111	3,52,020	139·3	0·03
Total	10,08,247	42,35,952	2,53,624	54,97,823	142·6	0·04
Class II						
Barsi Light	4,300	7,195	474	11,969	59·0	0·03
Bengal Dooars	75	7,412	248	7,735	49·8	0·02
Bhavnagar State	13,671	12,175	‡	25,846	84·2	0·03
Bikaner State	*Nil*	6,822	262	7,084	8·90	0·01
Darjeeling Himalayan	1,525	*Nil*	*Nil*	1,525	29·9	0·00
Dibru Sadiya	*Nil*	4,907	*Nil*	4,907	57·0	0·01
Gaekwar's Baroda State	*Nil*	7,976	90	8,066	22·7	0·01
Gondal	14,571	8,283	53	22,907	120·8	0·05
Howrah Amta	1,509	3,032	*Nil*	4,541	103·5	0·01
Jamnagar and Dwarka	1,979	3,507	58	5,544	35·2	0·02
Junagad State	7,299	1,325	*Nil*	8,624	51·4	0·03
Morvi	8,143	1,469	*Nil*	9,612	93·9	0·02
Mysore*	*Nil*	8,379	*Nil*	8,379	18·6	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	4,997	355	5,352	57·9	0·03
Total	53,072	77,479	1,540	1,32,091	40·7	0·02
Class III Total	13,363	9,236	354	22,953	11·3	0·01
Grand Total	10,74,682	43,22,667	2,55,518	56,52,867	131·6	0·04

* Including the Bangalore-Chik Ballapur Light, Kolar District and Tarikere-Narasimharajapura Light Railways.
† Included in column 2.
‡ Included in column 3.

H4CRAccts—915—5-1-34—GIPS

Books and Technical Papers published by the Railway Board.

BOOKS.

(1) Report by the Railway Board on Indian Railways. Published yearly. Price—Volume I—Report, Rs. 5-4-0 or 8*s*. 6*d*. Volume II, Rs. 6-14-0 or 11*s*.

(2) Classified List and Distribution Return of Officers of all Indian Railways. Published half-yearly. Price Rs. 1-12-0 or 3*s*.

(3) History of Indian Railways, constructed and in progress corrected up to 31st March 1933. Published quinquennially. Price Rs. 6-0-0 or 9*s*. 9*d*.

(4) History of Services of the Officers of the Engineer and Superior Revenue Establishment of State Railways. Published yearly. Price Rs. 23-8-0 or 37*s*.

TECHNICAL PAPERS.

(5) Over 287 papers have been published by the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

Technical Paper.	*Name.*	*Author.*
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,, 250.	Axle-loads, Wheel Diameter and railheads dimensions.	
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GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

REPORT

BY THE

RAILWAY BOARD

ON

INDIAN RAILWAYS

FOR

1933-34

Volume I

DELHI: MANAGER OF PUBLICATIONS
1934

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INDIAN RAILWAYS

DIAGRAM SHOWING FOR EACH YEAR THE TOTAL CAPITAL OUTLAY, GROSS EARNINGS, WORKING EXPENSES & LENGTH IN MILES OPEN.

NOTE:-
THE FIGURES ON THIS SCALE REPRESENT LAKHS FOR THE CAPITAL OUTLAY, TENS OF THOUSANDS FOR GROSS EARNINGS & WORKING EXPENSES & MILES FOR LENGTH OPEN.

130,000
120,000
110,000
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0

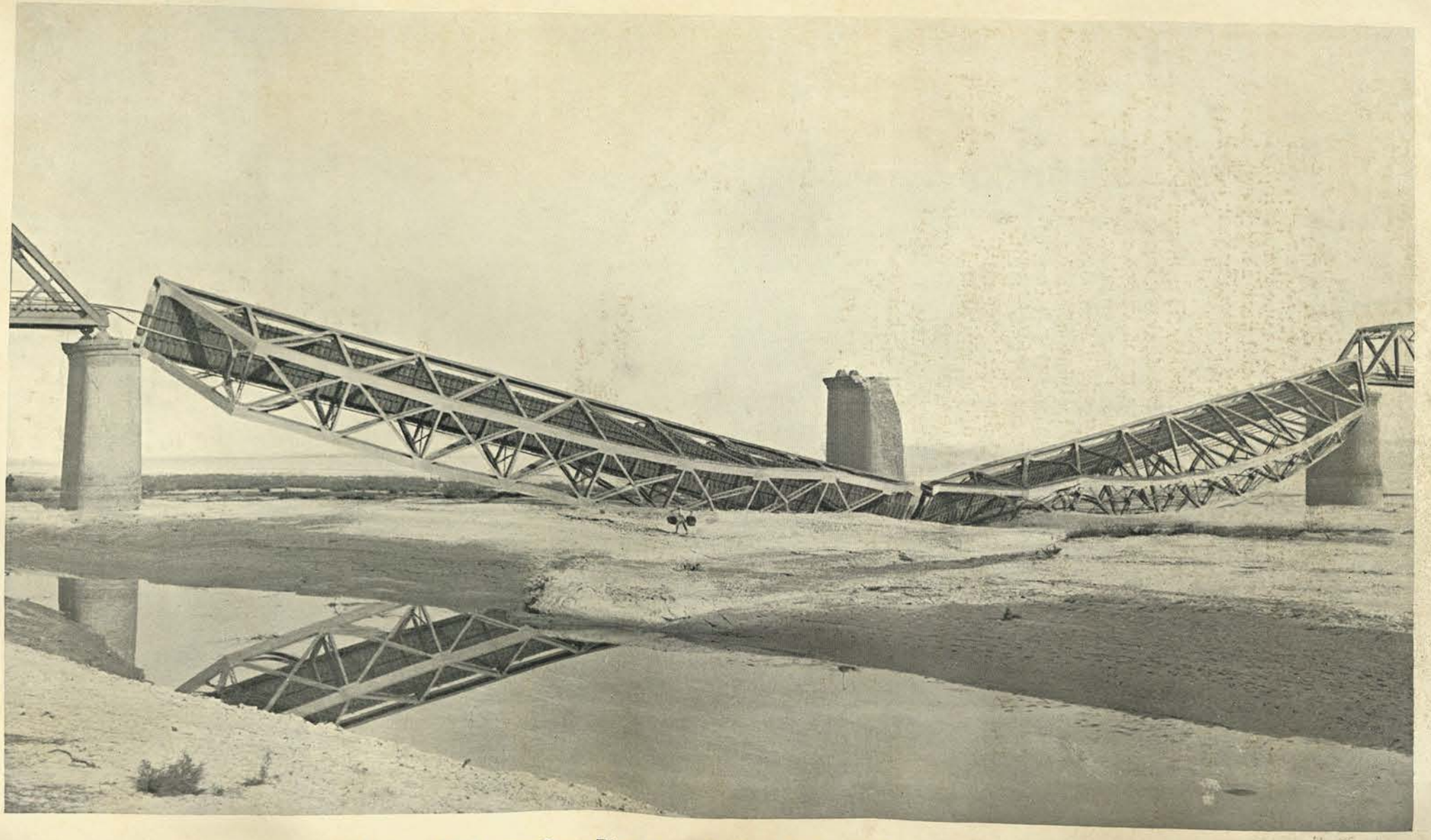
YEARS
1853 4 5 6 7 8 9 1860 1 2 3 4 5 6 7 8 9 1870 1 2 3 4 5 6 7 8 9 1880 1 2 3 4 5 6 7 8 9 1890 1 2 3 4 5 6 7 8 9 1900 1 2 3 4 5 6 7 8 9 1910 11 12 13-14 14-15 15-16 16-17 17-18 18-19 19-20 20-21 21-22 22-23 23-24 24-25 25-26 26-27 27-28 28-29 29-30 30-31 31-32 32-33 33-34 34-35 35-36 36-37 37-38 38-39 39-40 40-41

TOTAL CAPITAL OUTLAY ON ALL LINES.
TOTAL GROSS EARNINGS OF ALL LINES.
TOTAL MILES OPEN.
TOTAL WORKING EXPENSES OF ALL LINES.

99·58 CRORES
84·41 CRORES
63·54 CRORES
42,953·34 MILES

Rec No 2569 E'26 1152

HELIOPHOTOGRAPHED AT THE SURVEY OF INDIA OFFICES CALCUTTA



Inchcape Bridge over Gogra River, Spans Nos. 15 & 16 shaken off piers by earthquake.

CHAPTER I.

GENERAL REVIEW.

1. Introduction.—The Annual Report of the Railway Board on Indian Railways is prepared for the financial year as reckoned from the 1st April in one year to the 31st March in the succeeding year and is published in two volumes.

Volume I reviews the general administration, financial results of the working of railways, important developments occurring during the year, and various aspects connected with railway management and operation. Such matters as the construction of new railway lines and rolling stock, improvements in and additions to the methods of transportation, establishment matters such as the recruitment and training of staff and measures adopted to ameliorate the conditions of living and the welfare of the staff and other matters of public interest, are commented upon.

Volume II is a compilation of financial and statistical summaries and statements covering the main heads of the capital and revenue accounts and exhibiting statistics connected with the various aspects of railway working.

2. Monsoon conditions and agricultural results.—As the Indian Railways derive a considerable proportion of their earnings from the transport of the exportable surplus of the staple commodities of the country, the output of which largely depends upon the prevalence or otherwise of the monsoon during appropriate seasons of the year, a few remarks about the incidence of the monsoon and its effect on the yield of the commodities will not be out of place. The monsoon of 1933, which started a little earlier than usual, was well distributed and was generally in excess of the normal. Averaged over the plains of India, the total rainfall during the monsoon period was 14 per cent. above the normal. During the period of the withdrawal of the monsoon, rainfall was defective in the Punjab, the North-West Frontier Province, Sind and north-east India. Taking the year as a whole, the rainfall was above the average in most parts of the country.

The season may, on the whole, be regarded as fairly good from the agricultural stand-point, although crops were damaged in some places by excessive rains, cold and frost. The outturn of rice, although it fell short of the last year's good crop, was satisfactory, particularly in Burma where the yield was 5 per cent. better than last year. The sugarcane crop exceeded the previous year's record yield by 8 per cent. The outturn of jute and cotton increased by 12 and 7 per cent., respectively, as compared with the previous year. In 1933-34 the output of groundnut recorded an increase while that of sesamum and castor seed showed a slight falling off as compared with the previous year. The wheat crop of 1932-33—which was mostly moved during the year under review—was 5 per cent. more than in the preceding season. The production of rape (mustard) crops of 1932-33 showed an increase of 2 per cent. while that of linseed fell by 2 per cent. as compared with the preceding season.

3. The year under review is the first year to show some signs of recovery since the worldwide depression had begun to affect Railways. The earnings of State-owned lines increased from Rs. 84 crores in 1932-33 to Rs. 86 crores in 1933-34 but the net result of the year's working was a loss of about eight crores. No contribution could therefore be made to general revenues during the year.

The earnings from passenger traffic on all railways decreased from 31·3 crores to 30·1 crores, consequent on 12 millions less passengers being carried: the aggregate distance travelled by passengers also having decreased by 456 million miles.

Goods traffic showed an appreciable improvement : the total tonnage carried having increased from 70·6 million tons in the previous year to 76·5 million tons in 1933-34. The net ton miles also increased from 17,203 million

ton miles to 18,707 million ton miles. Earnings from goods traffic consequently increased from 56·89 crores in 1932-33 to 61·58 crores in 1933-34. There was, however, a slight decrease, *i.e.*, 6·32 pies as against 6·35 pies in 1932-33 in the average yield per ton per mile for all commodities.

4. Increased mileage.—During the year 12 new miles were opened for traffic, but due to realignment the net addition to the mileage of railways was 9, of which 2 were State-owned. The total route mileage at the end of the year was 42,953. In addition there were 50 miles under construction on 31st March 1934.

5. Railways and the Legislature.—Judging from the number of questions asked in the Legislative Assembly and the Council of State, it would appear that the members of the Indian Legislature continued, as in the past, to take an increasing interest in the working of the Railway Department. Out of a total number of 3,572 questions asked in both Houses during the year 1933-34, 1,051 or 29·4 per cent. related purely to railway matters as compared with 24·4 per cent. during the previous year.

In addition to this large number of questions, four resolutions also came up for discussion—one in the Legislative Assembly and three in the Council of State. A bill was also passed amending the Indian Railways Act so as to give certain railways additional power to provide and maintain transport services.

(i) The first resolution which had reference to the reduction of railway freight rates for wheat from the Punjab was moved in the Council of State on the 4th September 1933. The mover stated that there were large stocks of wheat available and if freight rates were reduced it would encourage movements to Bengal and Madras. The Chief Commissioner of Railways explained that, in their present financial condition, Railways were not in a position to make any general reduction in freights, but that Railways were constantly examining such matters and had made reductions wherever there was a reasonable possibility of reduced rates attracting additional traffic. The resolution was withdrawn.

(ii) The second resolution which had reference to the grievances of the travelling public on the Assam Bengal Railway was moved in the Legislative Assembly on the 7th September 1933 and the discussion thereon was continued on the 30th January 1934. The mover's main point was that considerable inconvenience was experienced by the absence of raised platforms, waiting sheds at stations and door handles on the inside of carriages. He suggested that the flooding of the Chargola and Longai Valleys was due to the railway embankments. Other non-official members supporting the resolution referred to certain other points. The Honourable Member for Commerce and Railways in replying to the debate stated that the complaint about the low level platforms could only be attended to when the finances of the Railway Company improved. He also pointed out that the Assam Flood Enquiry Committee appointed in 1929 did not attribute the flooding of the Chargola and Longai Valleys to the railway in any way interfering with the flow of water. The Railway Department was always anxious to do what they could to relieve the inconveniences of the travelling public and if the resolution was withdrawn he would forward a copy of the debate to the Agent, Assam Bengal Railway, and see what action could be taken on receipt of the Agent's report. The mover replied that these grievances had been discussed in the Assam Legislative Council where it was stated that the railways were a central subject and therefore no action could be taken by that Council. He had also addressed local railway authorities but without success, and the only remedy left to him was to move the resolution. The resolution was carried.

(iii) The third resolution was moved in the Council of State by the Honourable Mr. Hossain Imam regarding the formation of a committee of experts and members of the Central Legislature for each of the State-managed railways separately to investigate into and report on measures of economy. He said that the object of moving his resolution was to concentrate the attention of the Government and the Public on the conditions prevailing on the rail-

ways. There had been a Sub-Committee of the Retrenchment Committee of 1931 for Railways, but the results of their investigations appeared to be meagre as they had not made a thorough investigation. Moreover the Railway Board's latest Administration Report mentioned little or nothing of what was going on or what had been done since 1931. Railways were being run extravagantly as was shown by their excessive capital expenditure since 1924. Mr. Pope's investigations seemed confined rather to methods of operation than to staff. He also claimed that nothing was being done to pool all the resources of railways in the way that wagons were pooled. Railways were, in effect, being mismanaged and were not paying any contribution to general revenues.

The Honourable Mr. Ghosh Maulik in opposing the resolution on the ground of the expense involved stated that the reason railways were contributing nothing to general revenues was due to general depression and possibly to motor competition. As regards the latter he pointed out that Government were taking steps as was shown by the Road-Rail Conference held in April 1933.

The Honourable Mr. Narayan Chetty opposed the resolution and pointed out how much savings had been effected by Railways by the time the Sub-Committee for Railway Retrenchment had been appointed. He also quoted the Report of Mr. Pope's Committee to show that there were no big economies left on Railways and that the research organisation created as a result of Mr. Pope's recommendations were fulfilling the functions of expert committees.

The Honourable Mr. N. N. Sinha supported the Resolution as he considered that the costs of State Railways were higher than those of Company-managed Railways and the only economy that had been effected had the result of throwing a large number of labourers out of work.

In replying to the resolution, the Chief Commissioner of Railways stated that while railways were always ready to accept criticism from non-railway men, Government could not view the resolution with favour. The resolution suggested that nothing had been done or was being done to effect retrenchment on railways. The best answer to this was that by the time the Sub-committee for Retrenchment reported in 1931, already 4 crores of savings had been effected on railways. Again between the years 1929-30 and 1932-33, the working expenses on railways had been actually reduced by 8·42 crores. The working expenses for the next 3 years were slightly higher but this was due to increments of staff, maintenance which could not be deferred, and development of traffic which is on the increase. The Railway Retrenchment Sub-Committee had recommended an expert committee, but difficulties prevented one being appointed and Mr. Pope was brought out to India in 1932-33, originally with the object of collecting information for an expert committee anticipated in the following year. Mr. Pope in his first report pointed out that there was no need for such a committee as no big economies were left. He recommended small research organisations to investigate in detail all railway operations and these were now established on all the important railways. Mr. Pope had been invited to India again to report on progress and his last report shows that the economies effected as a result of these research organisations thoroughly justifies their continuance. In view of what has been done and what is being done Government could not support the resolution.

The mover while not agreeing with the views put forward against his resolution asked permission of the House to withdraw his resolution in view of the debate having ventilated his subject. The resolution was then withdrawn.

(iv) The fourth resolution was moved in the Council of State by the Honourable Rai Bahadur Lala Ram Saran Das recommending to the Governor General in Council to determine the proportion of communal representation of employees on State Railways on the basis of population of each community in India and to fix the proportion of each community separately in respect of firstly officers and secondly subordinates, clerks, menials and other em-

ployees including workshop labourers and establishment. In moving the resolution he stated that he was personally against the policy of communal representation but as it was the accepted policy of Government he was moving the resolution. He wanted that the total number of employees including workshop and inferior staff should be taken into consideration in fixing percentages and not only a portion of the staff. He also complained that the number of Indians recruited as officers during the year 1932-33 was not adequate on the State and Company-managed railways. The Honourable Member also complained that the proportion of the Anglo-Indians in the upper subordinate posts was very high.

The Honourable Mr. Hossain Imam suggested an amendment that percentages should be fixed firstly for officers, secondly for clerks and thirdly for menials. The Honourable mover agreed and as the Government had no objection to the proposed amendment the amended resolution was discussed. Mr. Hossain Imam complained that action had not been taken by Government on Mr. Hassan's Report on the representation of Muslims and other minority communities. He considered that the real reason for moving this resolution was the rapid Indianisation of Railway Services. He thought that under the garb of Indianisation, Europeans were being replaced by Anglo-Indians.

The Honourable Mr. Bijay Kumar Basu considered that in the interests of nationalism the resolution was inopportune and should not have been moved.

The Honourable Sir Phiroze C. Sethna wanted an assurance from Government that in future no favouritism will be shown to Anglo-Indians in recruitment.

The Chief Commissioner of Railways on behalf of the Government refused to be drawn into details or arguments brought forward by the speakers in support of the resolution and confined himself to the speech delivered by the Honourable Member for Commerce and Railways in the Legislative Assembly on this subject in which he had said that the Government after most careful consideration had made their recommendations to the Secretary of State and which were at that time under his consideration, and in view of this advised the Honourable mover to withdraw his resolution which he did with the permission of the House.

In the Report for last year reference was made to a Bill to amend the Indian Railways Act, which had been introduced in the Legislative Assembly so as to give railways additional power to provide and maintain transport services. The Bill as amended by a Select Committee was passed in the August-September 1933 session. This Act, which received the assent of the Governor General on the 11th September 1933, empowers Railway Companies, other than Companies for which the Statute 42 and 43 Victoria, Chapter 41 provides, to provide and maintain a motor transport or aircraft service, with the sanction of the Governor General in Council.

6. Railway Budget.—The Railway Budget for 1934-35 was presented to both the Houses of the Legislature on the 17th February 1934, after a previous detailed discussion in the Standing Finance Committee for Railways in their meetings held on the 2nd and 13th February 1934. The Budget was discussed generally in the Legislative Assembly on the 19th February 1934 and in the Council of State on the following day. The four succeeding days, *viz.*, from 21st to 24th February 1934 were taken up with the voting of the Demands for grants in the Assembly.

In the course of the general discussion in the Assembly a very considerable variety of matters came under review, most important of them being reduction in rates and fares, economy by amalgamation of Railway systems, slowness of goods trains, manufacture of locomotives in India and co-ordination between railways and roads.

Ten motions for reduction were actually moved during the debates on Demands for grants but none was carried. Seven of them after full discussion were withdrawn and three negatived. Of the motions withdrawn the two which occupied most of the time of the House were in connection with the Statutory Railway Board and high rates. The remaining five related

to amenities for passengers, Indianisation of railway services, importance of co-ordination of railway and road construction and of the organisation of communication Boards throughout the country, system of dealing with appeals from railway employees and the condition of State Railway Press employees. The motions negatived were in respect of the administration of Railway Board, Muslim representation in Railway services and the provision of a first class railway station for Cuttack.

7. Standing Finance Committee for Railways.—The Committee met nine times during the year. They scrutinised the proposals for expenditure to be incurred during 1934-35 both on capital and revenue accounts and also examined the revised forms of the Demands for Grants introduced during the year under review. Besides examining proposals for the creation of certain superior posts on Railways and a scheme for granting loans to certain Branch Line Companies, they considered projects of open line works, the most important of these being the repair and protection works on the Hardinge Bridge on the Eastern Bengal Railway. The Committee examined with considerable interest the savings likely to be effected by the enquiry conducted by Mr. F. A. Pope, General Executive Assistant to the President, London, Midland and Scottish Railway. The details of the extensive damages caused to railway property by the earthquake of the 15th January 1934 also received their attention.

8. Meetings with Agents of Railways and Local Governments.—The Railway Board held two meetings with the Agents of the principal railways, one in Simla in October 1933 and the second in New Delhi in March 1934. The following subjects, among others, were discussed :—

(1) Uneconomical wagons;

(2) tests to be applied to judge productivity of capital expenditure;

(3) revision of the General Classification of Goods; and

(4) the stores purchase policy of Company-managed Railways with particular reference to—

(*a*) encouragement of indigenous industries;

(*b*) increased use of the Indian Stores Department; and

(*c*) a combined call for tenders for coal requirements of State-managed and Company-managed Railways.

The Chief Commissioner of Railways, the Financial Commissioner of Railways and the Member of the Railway Board paid several visits during the course of the year to the headquarters of various Railway Administrations and Local Governments. Their tour programmes, besides being published in the Press, were communicated to Local Governments and important mercantile associations so as to give all important interests an opportunity of expressing their views on railway problems to the Railway Board.

9. Central Advisory Council for Railways.—During the year under review one meeting of the Central Advisory Council for Railways was convened at New Delhi on 18th November 1933. In accordance with the procedure introduced by the Chairman and alluded to in the Administration Report for 1932-33, members of the Council had been invited to submit subjects for discussion and the following were included in the Agenda :—

(i) Supervision and control of food vendors at stations;

(ii) and (iii) restaurant cars and Indian refreshment rooms; and

(iv) Cooly porter contracts.

As regards (i) certain members of the Council complained that while the prices of foodstuffs sold at railway stations were generally higher than the market price, the quality of the food was usually inferior and that, in violation of the rules on the subject, contractors were in the habit of subletting their contracts. The Chairman promised that the latter irregularity should be stopped forthwith. As regards the prices of foodstuffs, he remarked that it was not unreasonable for charges at railway stations to be

somewhat higher than the market rates in the town—a condition prevailing in all countries. The main consideration, in his opinion, was that the prices should not be so high as to constitute a hardship to the travelling public and he promised that the matter should be examined. As regards the quality of the foodstuffs sold, steps would be taken to ensure adequate inspection of the food.

Items numbers (ii) and (iii) were taken together. Certain members of the Council pointed out that comparatively few travellers derived benefit from the European restaurant cars attached to the more important trains, and urged that compartments should be provided for supplying tea and light refreshments to Hindus and Muslims. The Chairman observed that there might be practical difficulties in providing such cars, as the provision of kitchens for Hindus and Muslims in the same car might offend religious susceptibilities. He also pointed out that experiments in the direction of Indian refreshment cars had been tried and had not proved successful. He suggested that the question should be first submitted to the various local advisory committees. He also invited the attention of the members to a list of Hindu and Muslim refreshment rooms, which showed that no less than 260 such refreshment rooms existed on Class I Railways and all the more important stations and junctions were so equipped.

As regards item (iv)—Cooly porter contracts—certain members of the Council pointed out that on the East Indian Railway such contracts were concentrated in the hands of one contractor instead of being let locally, to the detriment of the local people. The Chairman pointed out to the members that such arrangements must be left to be made locally; that on the majority of railways station masters provided the coolies, and that even on certain divisions on the East Indian Railway this was the practice in force.

10. Local Railway Advisory Committees.—These Committees, reference to which has been made in previous reports have continued to function on Class I Railways (except the Jodhpur Railway) and on the Barsi Light Railway. The Committees constitute a useful link between railway administrations and the travelling public affording, as they do, opportunities for discussion on matters of interest and importance to the general public. Their advice on matters coming within their purview is welcomed by Railway Administrations who endeavour to give effect to the recommendations made by the Committees to the extent possible. Pamphlets detailing the subjects discussed by these Committees are published quarterly, and copies are available for sale with the Manager of Publications, Delhi.

During the year 103 meetings of the various Committees were held. A perusal of the pamphlets issued indicates the wide variety of matters discussed. The following is a list of some of the more important of these :—

Provision of separate booking office windows for women.
Improvements in the design of lower class carriages.
Licensed cooly contracts at large stations.
Contract for the sale of refreshments at stations.
Use of dining cars by lower class passengers.
Accommodation for ladies in trains.
Construction of new lines.
Free allowance on luggage.
Pilgrim taxes.
Week-end return tickets.
Booking of " smalls ".
Haulage charge for third class tourist cars.
Facilities for the transport of fruit.
Provision of overbridges at stations.
Electrification of certain stations.
Provision of indication boards at large stations.

Provision of raised platforms.

Provision of through carriages between certain stations.

11. Railway Rates Advisory Committee.—The Railway Rates Advisory Committee, whose sittings had been temporarily suspended in December 1932, after the death of Sir Narasimha Sarma, its first President, recommenced functioning in May 1933 on the appointment, as President, of Sir Zahid Suhrawardy.

During the year under review, the following four cases were referred to the Committee for investigation :—

(*a*) Complaint from Messrs. Meghji Hirji and Company, Nagpur, alleging the quotation of preferential rates by the Bengal Nagpur Railway for firewood from certain stations.

(*b*) Complaint from the West's Patent Press Company Limited, Aligarh, alleging that the rates quoted by the East Indian Railway for unpressed cotton (Kuppas) from Aligarh to Delhi, as compared with the rates for cotton full-pressed, constituted undue preference to the Delhi Mills.

(*c*) Complaint from the General Manager, Ballarpur Collieries against the Bengal Nagpur, Great Indian Peninsula and Bombay, Baroda and Central India Railways alleging that the rates charged for coal from the Chirmiri Collieries (Korea coalfields) as compared with the rates charged from the collieries on the Great Indian Peninsula Railway were unreasonable.

(*d*) Complaint from Messrs. Gokuldass Hunsraj, Calcutta, against the East Indian Railway regarding rates for rice from certain stations.

These four cases were under enquiry at the close of the year, as also three other cases which had been referred to the Committee during the previous year.

The Committee reported on the following two cases referred to them for investigation in 1932-33 :—

(i) Complaint from the Central Provinces and Berar Mining Association against the Bengal Nagpur Railway regarding the rates for manganese ore from certain stations on the Bengal Nagpur Railway to Bombay *viâ* Nagpur and *viâ* Itwari.

(ii) Complaint from the Roller Flour Mills, Patiala, regarding the rates for flour on the East Indian Railway.

As regards the first case, the Committee reported that the rates to *viâ* Nagpur and *viâ* Itwari from the several stations referred to by the applicant, were excessive and unreasonable, and recommended certain reduced rates. The Government of India accepted the recommendations of the Committee. In the second case also, the Government of India accepted the recommendation of the Committee that the telescopic basis of the rate for flour on the East Indian Railway for distances beyond 600 miles should be reduced from 0·14 pie to 0·115 pie per maund per mile.

Four other representations received by the Railway Board for a reference to be made to the Railway Rates Advisory Committee were not so referred during the year for the following reasons :—

(*a*) Reference in connection with the question of the 15 per cent. surcharge on coal freights, as the general question regarding the modification of the surcharge was under the consideration of Government.

(*b*) Reference in connection with the rates for iron and steel over the East Indian Railway, as the rates complained of by the applicant were subsequently withdrawn.

(*c*) Reference in connection with the classification of Upson Board and Upson Insulating Board. This was under correspondence

between the Railway Board and the Railway Administration concerned at the end of the year under review.

(*d*) Reference in connection with the rates for grain, pulses and seeds common from Sidhauli to Howrah, as there did not appear to be a *primâ facie* case for investigation by the Committee.

12. Mr. Pope's investigations.—It was mentioned in the last year's report that the services of Mr. Pope, General Executive Assistant to the President of the London, Midland and Scottish Railway had been obtained to ascertain whether further economies were possible on Indian Railways and that as a result of his visit, small organisations had been created on the more important railways to conduct detailed investigations termed ' job analysis '. Reports on job analysis up to the end of the year from the majority of Railways show that the work is being continued vigorously and with an encouraging degree of success. The more interesting features in these reports are briefly summarised below :—

(i) *On the Bombay, Baroda and Central India Railway* though job analysis started only in October 1933, the annual savings which have been accepted are estimated at more than Rs. 3·52 lakhs, whereas the annual cost of the job analysis organisation is placed at less than Rs. 0·60 lakhs. The principal savings have been effected by intensive use of locomotives and reduced staff in certain workshops and at stations.

(ii) *Burma Railways.*—On this railway savings amounting to about Rs. 26,000 were realised during the year and it is estimated that these will increase to some Rs. 74,000 annually in future years.

(iii) *On the Eastern Bengal Railway* a conservative estimate places the economies effected during the year at Rs. 2,14,864 whereas the cost of job analysis amounted to Rs. 63,000 only. The economies are chiefly due to the better use of rolling stock, more efficient maintenance of signals, reduced consumption of high grade fuel and disuse of certain telegraph lines.

(iv) *On the East Indian Railway* savings amounting to more than Rs. 7 lakhs were effected during the year, while the total cost of the job analysis organisation amounted to some Rs. 77,000 only. Investigations are in progress under many separate heads, which include examination of the work of the Stores Department, running sheds, sick lines, stations and marshalling yards. Economies are also expected from increasing the load of goods trains and the more intensive use of rolling stock.

(v) *Great Indian Peninsula Railway.*—On the Great Indian Peninsula Railway the cost of the job analysis organisation during the year 1933-34 amounted to Rs. 56,680 and the savings effected to Rs. 4·29 lakhs, chiefly under wages. Since the work started, no less than 136 items have been investigated covering many widely divergent activities.

(vi) *Madras and Southern Mahratta Railway.*—Job analysis was begun on this railway from 1st November 1933, and savings amounting to Rs. 46,020 had already been realised up to 31st March 1934 and economies totalling Rs. 72,559 annually are anticipated. Savings effected in the Electrical Department alone amounted to Rs. 25,579.

(vii) *On the North Western Railway* the savings effected amounted to about Rs. 12·67 lakhs, whereas the cost of the job analysis organisation was Rs. 32,000 only. One of the most important investigations related to the maintenance of track, resulting in a saving of about Rs. $5\frac{1}{4}$ lakhs. A further saving of Rs. $2\frac{1}{2}$ lakhs was obtained from an analysis of shunting and other activities at stations and of Rs. 1 lakh from improved methods of utilising scrap.

(viii) *On the South Indian Railway* the savings accepted during the year amounted to Rs. 22,704 and further economies aggregating Rs. 32,493 were under consideration.

Mr. Pope's services were again kindly lent by the London, Midland and Scottish Railway during the cold weather 1933-34. He spent some weeks examining methods of operation on the Eastern Bengal, East Indian and North Western Railways and then re-assembled his original committee in Calcutta where they drew up a second report. This report reviewed the progress of job analysis on the various railways up to date and pointed out certain further items as worth investigation. But, besides further possibilities of economy, the report also suggested directions in which the earnings of Railways might be capable of enhancement, *viz.*, improved publicity work, increased efforts of salesmanship, closer study of exports, imports and markets, and more elasticity in the quotation of rates and fares. The Committee also emphasised the possibility of curtailing unnecessary competition between railways and called attention to some of the methods recently adopted by the London, Midland and Scottish Railway to increase revenue.

The work of job analysis is still in hand on most of the railways and the recommendations made by Mr. Pope in his second report are at present under the consideration of the Railway Board.

CHAPTER II.

FINANCIAL.

I.—*Trade Review.*

13. The total value of exports including re-exports from British India during the year 1933-34, amounted to Rs. 150 crores and that of imports to Rs. 115 crores. As compared with the previous year the export traffic recorded an improvement of Rs. 14 crores or an increase of 10 per cent., while the imports declined by Rs. 17 crores or a decrease of 13 per cent.

Exports.—Despatches of raw cotton rose from 2,063,000 bales valued at Rs. 20·3 crores to 2,740,000 bales valued at Rs. 27 crores. Shipments of twist and yarn advanced slightly in quantity from 15·1 to 16·4 million lbs. and from Rs. 79 to 82 lakhs in value. The exports of raw and manufactured jute recorded an improvement of Rs. 1 crore. Shipments of raw jute increased from 3,153,000 bales valued at Rs. 9·73 crores to 4,190,000 bales valued at Rs. 10·93 crores. Gunny cloth rose from 1,012 to 1,053 million yards in quantity and from Rs. 10·24 to 11·38 crores in value. Exports of wheat remained practically unchanged. Despatches of tea declined from 379 to 318 million lbs. in quantity, but the value rose from Rs. 17·15 to 19·85 crores, owing to higher prices. Exports of oilseeds amounted to 1,124,000 tons valued at Rs. 13·66 crores, which recorded an increase of 53 per cent. in quantity and 21 per cent. in value, as compared with the previous year. The improvement was mainly due to increased shipments of linseed which rose from 72,000 to 379,000 tons, groundnuts from 433,000 to 547,000 tons, cottonseed from 2,000 to 6,000 tons and sesamum from 10,000 to 15,000 tons. Exports of hides and skins recorded an improvement from 41,800 tons worth Rs. 7·43 crores to 61,400 tons worth Rs. 9·90 crores. Shipments of metals and ores advanced from 695,000 tons valued at Rs. 4·68 crores to 976,000 tons valued at Rs. 5·49 crores. Shipments of lac amounted to 731,000 cwts. valued at Rs. 2·46 crores, representing an increase of 75 per cent. in quantity and 98 per cent. in value, over the previous year.

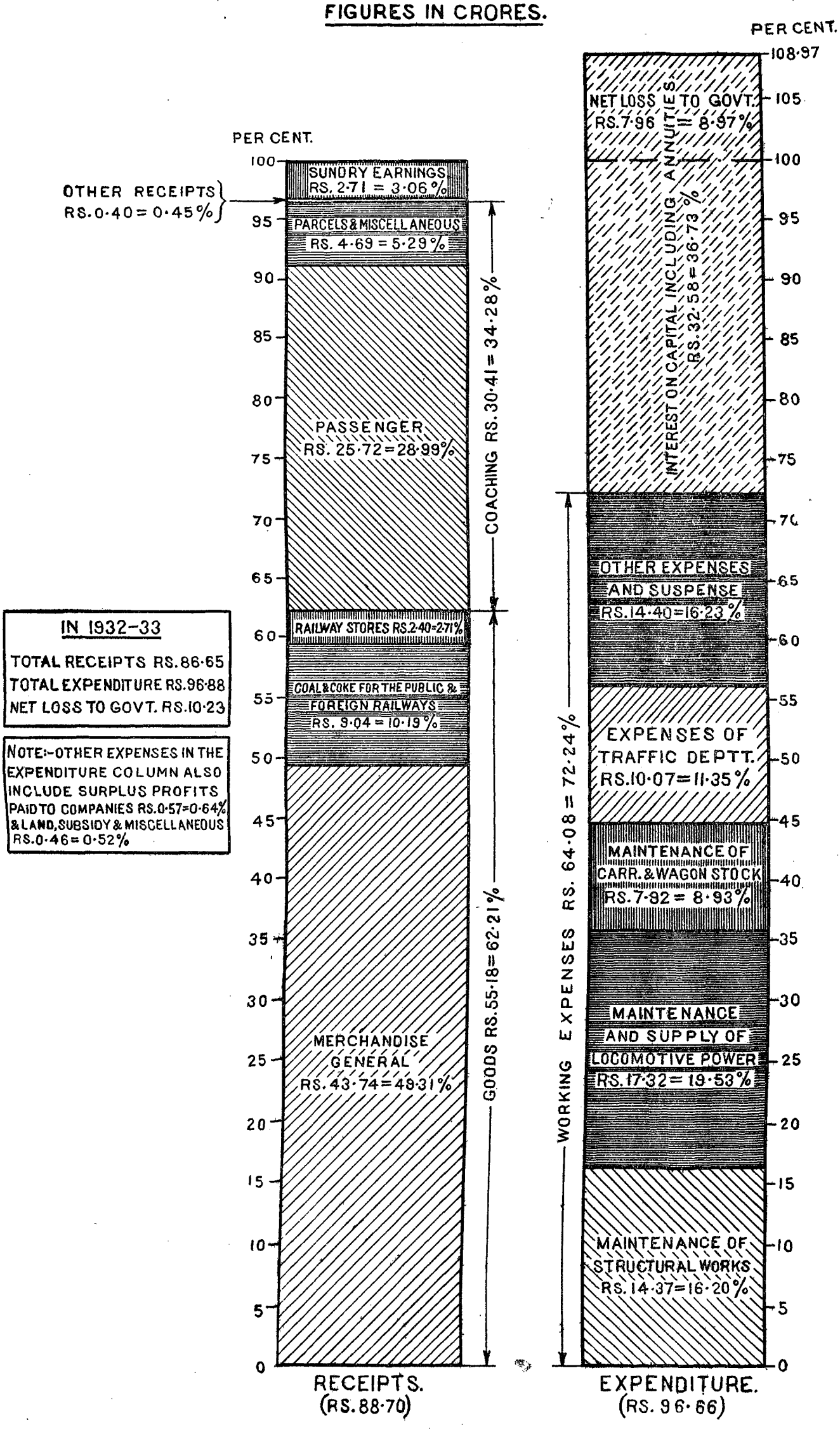
Cotton manufactures including twist and yarn amounted to Rs. 2·73 crores, recording a decline of Rs. 56 lakhs. Despatches of Indian cotton piecegoods declined further from 66·4 million yards worth Rs. 2·09 crores to 56·5 million yards worth Rs. 1·66 crores. Exports of gunny bags decreased from 415 to 401 millions in quantity and from Rs. 11·16 to 9·72 crores in value. Exports of food grains other than wheat declined from 2,056,000 to 1,870,000 tons in quantity and from Rs. 16·08 to 11·75 crores in value. Notable decrease was under rice which dropped from 1,887,000 to 1,744,000 tons in quantity and from Rs. 14·46 to 10·57 crores in value. Rapeseed showed a decline of 41,000 tons. Though the despatches of coffee advanced by 13,000 cwts., the value dropped by Rs. 8 lakhs.

Imports.—Foreign textiles recorded a decrease of 16 crores as compared with Rs. 47 crores in 1932-33, representing a decline of 34 and 12 per cent. as compared with 1932-33 and 1931-32 respectively. The decline under the textile group resulted primarily from smaller imports of cotton piecegoods amounting to 796 million yards valued at Rs. 13·49 crores as compared with 1,225 millions yards valued at Rs. 21·26 crores in 1932-33. Arrivals of cotton twist and yarn also fell off from 45·1 million lbs. valued at Rs. 3·79 crores to 32·1 million lbs. valued at Rs. 2·58 crores. Other important items of the textile group also showed a falling off (notably under silk raw and manufactured Rs. 75 lakhs, wool and woollens Rs. 42 lakhs and artificial silk including yarn and other mixed varieties Rs. 1·42 crores). The imports of raw cotton fell from 84,800 to 42,900 tons. Under the metals group there was a decline of Rs. 24 lakhs. Metals other than iron

Kotri Bridge—General view of the strengthened bridge with cantilevered roadway showing the river in flood.

RECEIPTS AND EXPENDITURE OF STATE OWNED RAILWAYS IN INDIA 1933-34.

FIGURES IN CRORES.



and steel and manufactures thereof declined from 69,000 to 62,000 tons in quantity and Rs. 4·42 to 3·95 crores in value. The value of hardware imported contracted from Rs. 2·99 to 2·88 crores. Rubber manufactures declined from Rs. 1·98 to 1·88 crores. Imports of foreign sugar continued to decline from 402,000 tons valued at Rs. 4·23 crores in the preceding year to 264,000 tons valued at Rs. 2·71 crores. Arrivals of mineral oils declined slightly in quantity from 188 to 186 million gallons and Rs. 6·70 to 5·89 crores in value. Kerosene oil contracted from 59·5 to 58·1 million gallons. The value of provisions imported declined from Rs. 2·93 to 2·72 crores, mainly due to a falling off in the consignments of vegetable product. Imports of paper and pasteboard recorded a decline of 76,000 cwts. in quantity and Rs. 23 lakhs in value. Consignments of wheat declined from 33,500 tons worth Rs. 29·25 lakhs to 18,300 tons worth Rs. 12·50 lakhs.

Imports of iron and steel rose from 326,000 to 329,000 tons in quantity and Rs. 5·30 to 5·53 crores in value. Under machinery and millwork there was an advance of Rs. 2·23 crores due chiefly to larger arrivals of sugar machinery. The value of motor vehicles imported rose from Rs. 2·43 to 3·19 crores, the number of motor cars imported having risen from 6,201 to 9,759 and omnibuses from 2,676 to 5,496. Fuel oils advanced from 104·5 to 106 million gallons. Rice not in the husk rose considerably from 35,500 to 84,000 tons in quantity and Rs. 31 to 49 lakhs in value.

Balance of trade.—The visible balance of trade in merchandise and treasure for the year 1933-34 was in favour of India to the extent of Rs. 92 crores as compared with Rs. 68 crores in 1932-33.

II.—*Financial Results of State Railways.*

14. Financial results of working.—The financial results of the working of Indian State-owned Railways for 1933-34 were summarised in a memorandum prepared for the Public Accounts Committee by the Chief Commissioner and Financial Commissioner of Railways in June 1934. The figures available then were not in their final form and it was pointed out that there might be certain accounts adjustments which may alter them ultimately, though not to a large extent. Relevant paragraphs from the memorandum (after making the small corrections that were necessary in the figures) are reproduced below.

Stated briefly the position in 1933-34 was as follows:—

The year under review was the first year to show some signs of recovery from the depression into which Indian Railways in common with the railways of the rest of the world had fallen, the year 1932-33 having, as we hope, witnessed the trough of the depression.

Gross receipts amounted to 86$\frac{2}{3}$ crores or nearly 2$\frac{1}{4}$ crores more than in the previous year. Working expenses, including the appropriation for depreciation amounted to 62 crores, or about a quarter crore more than in the previous year. The net receipts were 24$\frac{3}{4}$ crores, or 2 crores more than in the previous year, but were still insufficient to meet interest charges. The total deficit was nearly 8 crores, to meet which, as in the two previous years, a temporary loan was taken from the Depreciation Fund. This brought up the total of such temporary borrowings to 22$\frac{1}{2}$ crores.

Ordinary working expenses (*i.e.*, exclusive of depreciation) amounted nearly to 48$\frac{1}{3}$ crores, or half a crore more than the previous year. The apparent increase is due to the fact that the cut in pay in force in 1933-34 was half that in 1932-33. Allowing for this, there was a reduction in working expenses of about a third of a crore concurrently with an increase of 2$\frac{1}{4}$ crores in receipts.

The appropriation to the Depreciation Fund during the year amounted to 13$\frac{1}{2}$ crores and the withdrawals towards renewals and replacements to 8 crores. The net accretion to the Fund during the year was thus about 5$\frac{1}{2}$ crores. But for the temporary borrowings in the last three years to meet the

deficits, the closing balance would have been 32 crores. The actual balance was 9½ crores.

The capital expenditure during the year including both expenditure on new construction, which amounted to a quarter of a crore, and on improvements of the open line, was more than counterbalanced by a large reduction of stores balances and by writing down capital by debit to Depreciation Fund on account of retired assets. As a result, the capital at charge was reduced by 2 crores during 1933-34, *viz.*, from 797 to 795 crores.

Stores balances on all railways were reduced from 12 crores to 10 crores, which constitutes a fresh low record. The balance at the end of 1933-34 is less than half the balance 10 years earlier.

In the following statement the results of 1933-34 are compared in a convenient form with those of past years since the separation of the railway budget from the general budget of the Government of India :—

(Figures in lakhs of rupees.)

—	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	Average for 6 years 1924-25 to 1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	M.	M.	M.	M.	M.	M	M.	M.	M.	M.	M
Mileage open	*27,002*	*27,107*	*27,681*	*28,103*	*29,128*	*30,895*	*28,319*	*31,214*	*31,657*	*31,659*	*31,662*
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Gross traffic receipts	1,00,13	98,94	98,42	1,03,43	1,03,72	1,02,70	1,01,22	95,10	86,63	84,43*	86,63*
Ordinary operating expenses	51,65	52,99	52,89	53,06	54,21	55,59	53,40	54,39†	49,31‡	47,89*	48,31*
Appropriation to Depreciation Fund	10,35	10,67	10,89	11,38	12,00	12,59	11,31	13,07	13,46	13,77	13,56
Net Traffic receipts	38,13	35,28	34,64	38,99	37,51	34,52	36,51	27,64	23,86	22,77	24,76
Net miscellaneous charges (including surplus profits payable to Companies) after deducting miscellaneous receipts.	1,07	1,19	1,27	87	37	2	80	11	—1	9	14
Net revenues	37,06	34,09	33,37	38,12	37,14	34,50	35,71	27,53	23,87	22,68	24,62
Interest charges	23,90	24,81	25,87	27,27	29,33	30,46	26,94	32,72	33,07	32,91	32,58
Surplus	13,16	9,28	7,50	10,85	7,81	4,04	8,77	—5,19	—9,20	—10,23	—7,96
Paid as contribution to general revenues	6,78	5,49	6,01	6,28	5,23	6,12	5,98	5,74	..	..	..
Transferred to railway reserve	6,38	3,79	1,49	4,57	2,58	—2,08	2,79	—10,93	—4,95	..	..
Borrowed temporarily from depreciation fund.	..	..	..	..	..	..	..	..	4,25	10,23	7,96

* For purposes of comparison with previous years the change in accounting procedure introduced in 1932-33, by which credits for material released from works not charged to revenue are shown as gross receipts instead of as a reduction of working expenses, has been neglected.
† Inclusive of a credit of 1,66 lakhs from the depreciation fund to correct past erroneous adjustments.
‡ Inclusive of a debit of 9 lakhs from the Depreciation Fund to correct past erroneous adjustment.

The year 1933-34 marks the end of the first decade since the separation of the railway budget from the general budget of the Government of India, and it is convenient to consider the results of the decade as a whole. Of the 10 years, the first six were prosperous years and the next four the reverse, but on the whole the net result of working of the State-owned railways in India during these years was a surplus of 20 crores and an accumulated balance in the Depreciation Fund of 32 crores.

Under the Separation Convention of 1924, railways assumed a liability to make a contribution to general revenues, which amounted on the average during the 7 years in which it was paid to a net payment of 6 crores a year. They made this payment from current surpluses in the first 5 years; in the 6th year partly from the year's surplus and partly from previously accumulated reserves; and in the 7th wholly from the latter source. In the last three years they were unable to make any contribution. The total amounts paid during the period were 42 crores or 22 crores in excess of the total surplus during the period. This amount of 22 crores was borrowed from the Depreciation Fund. Consequently at the end of the decade the actual reserves with the railways amounted to ten crores; of which half a crore is invested in

securities on behalf of the Railway Reserve Fund and 9½ crores is the balance of the Depreciation Reserve.

The contributions due for the last three years, which are, under present arrangements, to be met from future surpluses, after the temporary loans from the Depreciation Fund are repaid, amount to about 16 crores.

At the end of 1933-34, the liabilities of railways, to be met in subsequent years, amounted to 38 crores, of which 22 crores represent loans to be repaid to the Depreciation Fund and 16 crores represent the contributions due for the three years 1931-32 to 1933-34. The details are as follows:—

(Crores of rupees.)

	1931-32.	1932-33.	1933-34.	Total.
Temporary loans from Depreciation Fund	4·25	10·23	**7·96**	22·44
Contributions unpaid . . .	5·36	5·23	**5·21**	15·80

The net traffic receipts of about 24¾ crores in 1933-34 amounted to 3·1 per cent. of the capital at charge. This result, though considerably worse than in the earlier years of the decade, was better than in the two years immediately preceding.

(Figures in crores.)

—	Net receipts.	Percentage of capital at charge.	Net profit or loss after paying Interest charges.
	Rs.		Rs.
Average of 5 years, 1924-25 to 1928-29	36·91	5·4	9·72
1929-30	34·52	4·5	4·04
1930-31	27·64	3·5	—5·19
1931-32	23·86	3·0	—9·20
1932-33	22·77	2·9	—10·23
1933-34	**24·76**	**3·1**	**—7·96**

The operating ratio on all State-owned Railways (*i.e.*, the ratio of working expenses to gross earnings) amounted to 56 per cent. excluding depreciation and to 71 per cent. including depreciation. The ratio in 1933-34 is lower than in the past three years. In the table below the ratios of earlier years are given for purposes of comparison :—

—	Percentage, excluding depreciation.	Percentage, including depreciation.
Average of 5 years, 1924-25 to 1928-29	52½	63½
1929-30	54	66
1930-31	59	73
1931-32	57	73
1932-33	57	73
1933-34	**56**	**71**

For purposes of comparison we give below certain figures which are available for certain foreign railways.

The gross receipts of the 4 amalgamated British railways in 1933 amounted to £165 million, the same as in the previous year, and £42½ million (21 per cent.) less than in 1929. Their working expenses amounted to £139 million, or £2 million less than in the previous year and £29 million (17

per cent.) less than in 1929. The operating ratio was 84 per cent. as against 85½ per cent. in the previous year and 81 per cent. in 1929.

The Canadian Pacific Railway earned 114 million dollars in 1933, 10 million dollars (8 per cent.) less than in the previous year, and 96 million dollars (46 per cent.) less than in 1929. Their working expenses were 93 million dollars—11 million dollars (11 per cent.) less than in 1932 and 74 million dollars (44 per cent.) less than in 1929. The operating ratio, which was 79½ per cent. in 1929 and 84 per cent. in 1932, stood at 82 per cent. in 1933.

The Canadian National Railways realised 149 million dollars in 1933, 12 million dollars (7 per cent.) less than in 1932 and 119 million dollars (44 per cent.) less than in 1929. Their working expenses fell to 143 million dollars, which was lower by 12 million dollars (8 per cent.) than in 1932 and 78 million dollars (35 per cent.) below that of 1929. The operating ratio of 96 per cent. is the same as in the previous year but 13½ per cent. higher than in 1929.

The receipts of the principal railways of the United States were 3,095 million dollars in 1933, which was only 1 per cent. less than in 1932, but less than half that in 1929. The working expenses, which were 2,249 million dollars, were 6 per cent. less than in the previous year and about half the figure for 1929. The operating ratio in 1933 was 73 per cent. against 77 per cent. in 1932 and 72 per cent. in 1929.

For the German State Railways, 1933 was as disastrous a year as the previous one. Their working expenses exceeded their earnings and the operating ratio was nearly 105 per cent., being about 2½ per cent. higher than in the previous year. The earnings were almost the same as in the previous year, but their working expenses were increased by about 2 per cent. from 1932. It is understood that a reduction in maintenance charges could have been made but for the fact that they wanted to reduce unemployment.

15. *Gross Receipts.*—The following table compares the receipts in detail with the previous years. For purposes of comparison, credits for material released from works not charged to revenue, which are included in gross receipts from 1932-33 onwards have been excluded :—

(Crores of rupees.)

—	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
Passenger earnings	35·75	31·68	28·96	28·94	27·65
Other coaching earnings	5·81	5·40	5·27	5·03	4·92
Goods earnings	65·25	60·69	55·41	53·76	58·20
Sundry earnings	2·21	1·97	1·82	1·63	1·59
Suspense	·30	·46	·35	·04	—·49
TOTAL	1,09·32	1,00·20	91·81	89·40	91·87
Less—					
Refunds	·15	·11	·11	·11	·11
Earnings of worked lines	6·47	4·99	5·07	4·86	5·13
NET	1,02·70	95·10	86·63	84·43	86·63

It will be observed that there is still a downward trend in passenger earnings, whereas goods earnings have recovered considerably from the depth

that they reached in 1932-33: they are about 8 per cent. higher than in 1932-33 and 5 per cent. higher than in 1931-32.

The earnings in 1933-34 are Rs. 27,400 per open mile and are practically the same as in 1931-32.

It is interesting to analyse the figures of earnings from goods traffic and compare them with the figures in previous years. Figures are not available separately for State-owned railways, but the figures that are available for Class I Railways in general in respect of the more important commodities are given below:—

(Figures in lakhs.)

——	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.
Cotton, raw and manufactured	6,91	6,31	4,76	5,19	5,96
Fuel for public and foreign railways	10,22	9,56	8,83	8,90	9,65
Metallic ores	1,47	93	58	45	64
Rice	4,17	3,67	3,71	3,45	3,89
Wheat	2,03	2,69	2,16	1,84	1,85
Gram, pulse and other grains	3,53	3,42	3,58	3,09	2,91
Iron and steel	2,46	2,07	1,81	2,00	2,21
Kerosene	1,69	1,50	1,62	1,38	1,46
Jute	1,47	1,36	99	1,12	1,29
Sugar	2,03	2,03	1,51	1,30	1,67
Oil seeds	3,95	4,01	3,52	2,88	3,64
Gur, jagree and molasses	94	98	1,27	1,39	1,21

The figures indicate a recovery in almost all cases, practically the only exceptions being gram, pulses and other grains, and gur, jagree and molasses. The increases under cotton and rice amount to 14 per cent. and under sugar and oil seeds to 27 per cent.

The statement below compares the receipts of individual railways in 1933-34 with previous years:—

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	2,05	1,96	1,84	1,56	1,60
Bengal Nagpur	9,31	8,17	7,24	6,91	7,39
Bombay, Baroda and Central India	11,52	10,90	10,30	10,17	10,61
Burma	4,87	4,28	3,74	3,33	3,57
Eastern Bengal	6,73	5,86	5,05	4,91	5,07
East Indian	19,85	18,24	17,36	17,27	17,63
Great Indian Peninsula	14,58	13,33	11,92	11,94	12,21
Madras and Southern Mahratta	8,98	7,98	7,15	6,66	6,84
North Western (Commercial)	14,39	14,98	13,34	12,74	13,23
North Western (Strategic)	1,59	1,48	1,31	1,23	1,23
South Indian	6,33	5,80	5,30	5,51	5,14
Other Railways	2,50	2,12	2,08	2,20	2,11

Five Railways showed a considerable increase in receipts in 1933-34 as compared with the previous year. The Bengal Nagpur, Bombay, Baroda and Central India and North Western Railways each increased their earnings by about half a crore. The East Indian Railway and the Great Indian Peninsula Railway were about $\frac{1}{3}$ crore better than in the previous year.

16. *Working expenses.*—In making a comparison of working expenses with previous years, allowance has to be made for certain important special factors which are detailed in paragraph 17 *et seq* of the Report by the Railway Board on Indian Railways, Volume I, for 1932-33, and which it is unnecessary to reproduce here. Making allowance for all these factors the comparable figures of traffic receipts and working expenses from 1929-30 are as follows :—

(Crores of rupees.)

	Traffic receipts.	Ordinary working expenses (including cut in pay).
1929-30	103·36	55·92
1930-31	94·66	55·81
1931-32	86·63	49·22
1932-33	84·11	47·42
1933-34	**86·63**	**48·31**

The receipts were $16\frac{3}{4}$ crores below 1929-30 whereas ordinary working expenses were $7\frac{2}{3}$ crores lower. The percentage of fall in receipts was 16 per cent. and in working expenses about $13\frac{1}{2}$ per cent.

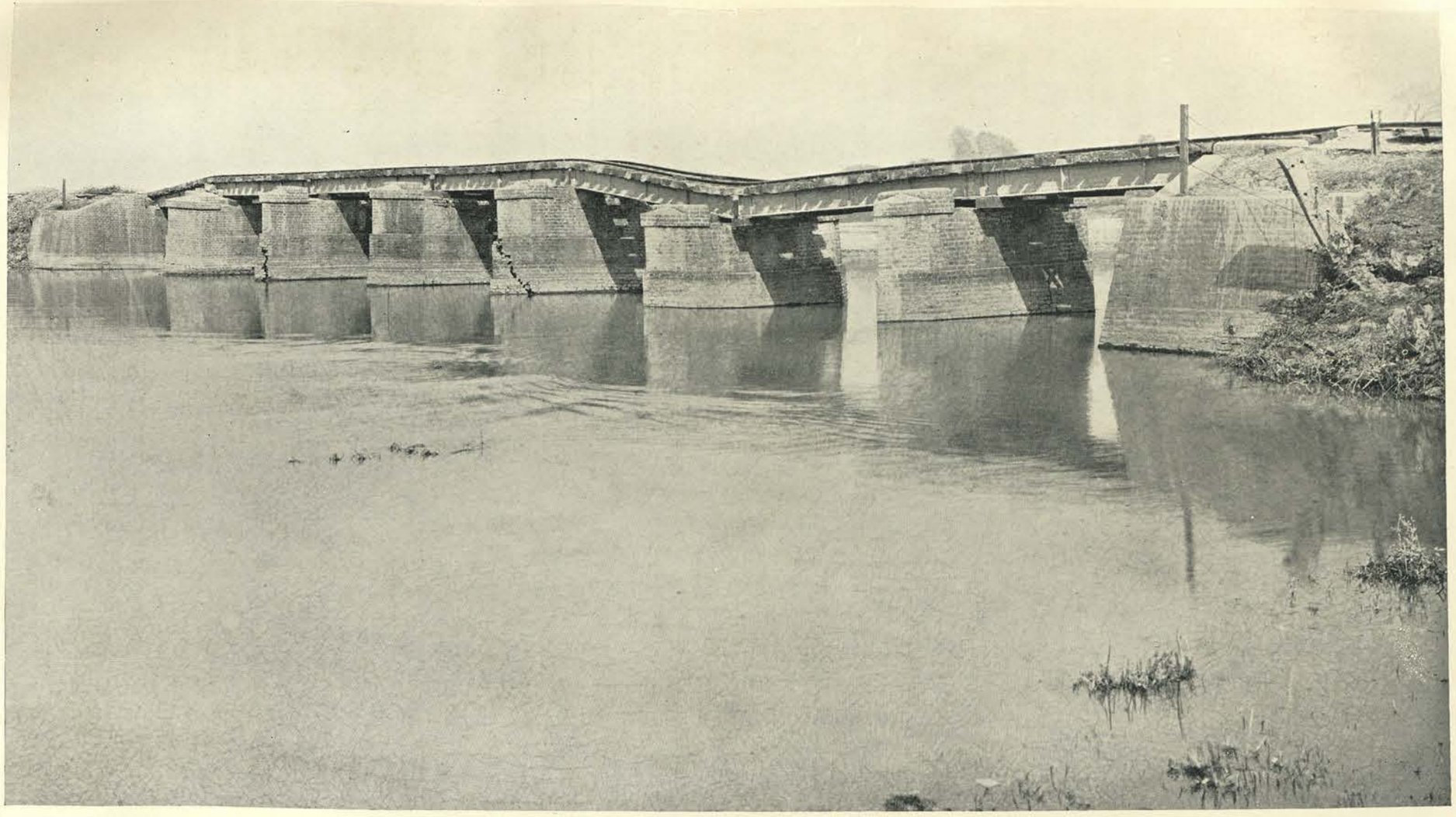
From another point of view, Railways have saved in ordinary working expenses over 45 per cent. of the fall in receipts.

A comparison of the working expenses of each railway with the previous years will be found below. There is an increase in most railways, partly due to the reduction in the emergency cut, with the exception of the East Indian, South Indian, Great Indian Peninsula and Bombay, Baroda and Central India Railways.

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	1,13	1,12	1,09	1,02	1,07
Bengal Nagpur	5,51	5,36	4,83	4,77	4,82
Bombay, Baroda and Central India	6,07	6,14	5,47	5,38	5,26
Burma	2,57	2,61	2,33	2,04	2,18
Eastern Bengal	3,84	3,74	3,29	3,16	3,33
East Indian	10,21	9,95	9,02	8,88	8,78
Great Indian Peninsula	8,37	8,57	7,13	7,06	6,99
Madras and Southern Mahratta	3,95	3,88	3,33	3,24	3,25
North Western (Commercial)	8,47	9,03	7,74	7,24	7,57
North Western (Strategic)	1,68	1,76	1,38	1,42	1,39
South Indian	2,79	2,87	2,63	2,76	2,67
Other Railways	1,00	1,02	98	92	1,00

17. *Net receipts.*—The details of net receipts (after meeting the appropriation to the Depreciation Fund, which represents expenditure not controllable by the railway administration) are given below. It will be noticed that all the railways are better than last year except that the South Indian Rail-



Masonry bridge on the Katihar-Jogbani Section damaged by earthquake.

way and other Railways are appreciably worse and that the Assam Bengal Railway is the same as last year.

(Figures in lakhs.)

Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	65	54	44	22	22
Bengal Nagpur	2,56	1,49	1,07	75	1,19
Bombay, Baroda and Central India	4,12	3,43	3,45	3,40	3,96
Burma	1,82	1,15	88	75	84
Eastern Bengal	2,02	1,20	80	77	77
East Indian	7,43	6,00	5,99	6,04	6,46
Great Indian Peninsula	4,38	2,87	2,85	2,90	3,28
Madras and Southern Mahratta	4,13	3,22	2,92	2,52	2,69
North Western (Commercial)	3,75	3,69	3,27	3,02	3,37
North Western (Strategic)	—50	—70	—50	—63	—59
South Indian	2,89	2,23	1,92	1,98	1,69
Other Railways	1,27	86	86	1,05	88

18. *Losses and gains.*—Though the results of nearly every railway during 1933-34 show an improvement as compared with the previous year, there were only two of the bigger systems, *viz.*, the East Indian Railway and the Bombay, Baroda and Central India Railway, that showed an appreciable gain to the State. For the purpose of calculating these gains and losses, the figures shown in the Companies' accounts have been recast to accord with the Government accounts procedure, *i.e.*, the working expenses include the appropriation to the Depreciation Fund and not the actual expenditure on renewals and replacements, which are taken into account in the Companies' own accounts.

The net gain or loss of the various railways for the last 5 years is given below :—

(Figures in lakhs.)

State-managed Railways.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.
Burma	+4	—44	—74	—75	—71
Eastern Bengal	+16	—80	—1,23	—1,28	—1,25
East Indian	+1,61	—18	—24	—13	+37
Great Indian Peninsula	+8	—1,72	—1,78	—1,68	—1,24
North Western (Commercial)	—64	—1,16	—1,58	—1,78	—1,36
North Western (Strategic)	—1,90	—2,18	—1,99	—2,09	—2,03
TOTAL	—65	—6,48	—7,56	—7,71	—6,22
Company-managed Railways.					
Assam Bengal	—24	—39	—52	—74	—73
Bengal Nagpur	—66	—1,99	—2,48	—2,80	—2,27
Bombay, Baroda and Central India	+1,25	+43	+45	+41	+98
Madras and Southern Mahratta	+89	+1	+14	—27	—4
South Indian	+1,19	+31	+1	+6	—21
Other Railways	+77	+20	+19	+26	+10
TOTAL	+3,20	—1,43	—2,21	—3,08	—2,17

19. *Capital at charge.*—The statement below shows how the capital at charge on all railways in which the State has a financial interest has been growing. For purposes of comparison, sterling liabilities included in the capital at charge have throughout been converted into rupees according to the present procedure, *i.e.*, at the rate of exchange in force at the time the liabilities were assumed.

(Crores of rupees.)

	Capital at charge at the end of the year.
1923-24	629
1924-25	643
1925-26	663
1926-27	690
1927-28	722
1928-29	747
1929-30	778
1930-31	791
1931-32	798
1932-33	797
1933-34	**795**

The capital at charge has increased in 10 years by 166 crores. It increased rapidly in the first six prosperous years at an average rate of 25 crores per annum. During the next 4 years, the average has fallen to 4 crores per annum. But in these years stores balances, which form part of our capital at charge, have been steadily falling, the balance at the end of 1933-34 being nearly 7 crores below that four years earlier. Moreover, there have been considerable decreases in the capital at charge as a result of retirement of assets without replacement when the original cost of the asset is credited to capital by debit to the Depreciation Fund. This would amount at a rough guess to not less than 4 crores. Finally, in 1932-33 the capital at charge was reduced by nearly a crore as representing the difference between the actual amount of rupees required for repayment of the share capital when the Burma Railways were purchased and the capital as it stood on the books of the Railway. Making full allowance for all these factors, the average increase in capital during the 4 years ending 1933-34 may be taken at about 7 crores per annum, which is less than one-third of the average in the first 6 years.

Of the increase in the decade of 166 crores, the expenditure on new lines amount to 48 crores; and 16 crores represent the price paid by the State for acquiring private interests in lines already in existence, for example, Delhi-Ambala-Kalka, Burma and Southern Punjab Railways. The balance of over 100 crores represents the expenditure incurred on the improvements of the open line.

20. *Works expenditure.*—The statement below gives the total expenditure on works year by year from 1924-25 and shows separately expenditure on new constructions, open line works—capital and depreciation fund separately—and amounts spent on the purchase of railways.

(In lakhs of rupees)

Years.	New constructions.	Open line works.	Purchase of railways and branch line shares.	Total capital.	Depreciation Fund.	Total works expenditure.
1924-25	3,20	10,07	19	13,46	7,29	20,75
1925-26	3,93	15,32	..	19,25	7,98	27,23
1926-27	6,77	16,13	4,33	27,23	8,05	35,28
1927-28	10,26	22,19	3	32,48	10,95	43,43
1928-29	9,28	15,77	4,30	29,35	9,60	38,95
1929-30	6,65	16,47	7,06	30,18	11,76	41,94
1930-31	4,28	8,92	1	13,21	9,74*	22,95*
1931-32	2,79	3,90	..	6,69	8,26	14,95
1932-33	57	—50	..	7	6,35	6,42
1933-34	**22**	**—2,28**	..	**—2,06**	**8,08**	**6,02**

* Excludes a debit of 1,66 lakhs for correction of past erroneous adjustments.

No new lines have been started since 1930-31; and the expenditure thereafter, which, as will be seen from the above statement, has been falling steadily and rapidly, is only on lines which had been started earlier. These are now all practically completed. Expenditure on open line works amounted to about 6 crores in each of the years 1932-33 and 1933-34. This amount was less than one-fifth of the highest expenditure in the decade, *viz.*, 33 crores. This low figure is partly the result of reductions in stores balances, or in other words to eating up of stocks, but to a large extent it is due to the policy of postponing all but essential or directly and immediately remunerative works as far as possible.

21. *Stores balances.*—The total stores balances at the end of 1933-34 amounted to 10 crores, which constitutes a new low record. During the year a decrease of 2 crores was achieved. This reduction which follows a reduction of 3 crores in the two preceding years is worthy of notice, but is to a certain extent due to the fall in prices and general decrease in volume of railway business.

The table below gives the figures of stores balances since 1921-22 :—

(In thousands.)

Railways.	1921-22.	1922-23.	1923-24.	1924-25.	1925-26.	1926-27.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal .	24,81	31,48	18,38	12,30	9,49	12,59	13,01	14,91	18,04	22,05	20,70	15,57	13,56
Bengal Nagpur .	1,40,26	1,61,88	1,48,09	1,49,44	1,27,64	1,17,17	1,07,87	1,32,69	1,36,28	1,21,17	1,06,76	1,01,74	97,08
Bombay, Baroda and Central India.	2,76,83	2,72,43	2,33,25	1,77,39	1,62,48	1,46,28	1,67,17	1,62,35	1,60,82	1,64,54	1,46,34	1,30,51	1,08,81
Burma . .	66,62	84,85	98,71	84,62	75,00	44,82	59,41	61,25	55,25	52,55	50,83	43,21	40,00
Eastern Bengal .	2,51,63	1,76,20	1,57,85	1,21,99	1,12,27	84,07	84,39	79,53	77,21	76,33	68,70	55,47	40,23
East Indian (including Oudh and Rohilkhand).	3,92,50	4,39,19	4,10,66	3,14,19	2,81,46	2,48,17	2,98,92	3,14,89	3,03,84	2,48,39	2,27,47	2,08,64	1,60,12
Great Indian Peninsula.	4,66,49	3,88,35	3,97,77	2,89,49	2,38,67	2,23,13	2,53,49	2,41,88	2,62,01	2,51,73	2,18,32	1,79,58	1,51,14
Madras and Southern Mahratta.	1,50,52	1,66,09	1,50,91	1,02,86	84,31	76,75	93,91	83,29	82,60	79,29	76,03	71,80	53,00
North Western .	3,94,12	3,92,69	3,79,78	2,73,36	2,44,34	2,86,41	3,91,59	3,69,62	3,47,89	2,59,81	2,27,15	1,84,65	1,65,84
South Indian .	1,14,45	1,38,66	99,02	77,04	1,13,30	1,06,60	1,23,76	1,14,51	1,05,72	93,76	79,72	70,46	56,15
Other Railways .	31,08	41,01	42,63	42,59	36,87	39,33	46,55	43,75	52,69	57,14	52,42	46,81	42,44
Strategic lines .	57,76	57,68	72,10	63,38	82,62	83,53	92,34	90,17	92,45	93,76	90,89	1,01,90	93,25
TOTAL .	23,67,07	23,50,51	22,09,15	17,08,65	15,68,45	14,68,85	17,32,41	17,08,84	16,94,80	15,20,52	13,65,33	12,10,34	10,21,62

22. *Contribution to General Revenues.*—The contribution to General Revenues due for the year 1933-34 amounts to Rs. 521 lakhs or 2 lakhs less than in 1932-33. The payment of the contribution has been held in abeyance

until the return of prosperous years. The statement below shows how the amount is arrived at :—

(Based on actuals of penultimate year 1931-32.)

(Figures in thousands.)

	Rs.	Rs.
1. 1 per cent. on capital of Rs. 7,22,94,99 at charge—commercial lines—to end of 1931-32	...	7,22,95
2. (i) Receipts (1931-32)—		
Gross traffic receipts—commercial lines . . .	85,31,16	
Subsidized companies—share of surplus profits . .	14,75	
Interest on depreciation and reserve fund balances and dividends on investments in branch lines and miscellaneous receipts	99,17	
Total Receipts .		86,45,08
(ii) Charges (1931-32)—		
Working expenses—commercial lines . . .	60,95,91	
Indian States and railway companies' share of surplus profits	64,19	
Land and subsidy	9,17	
Interest—		
On capital at charge—commercial lines . .	30,26,62	
On capital contributed by Indian States and companies	1,31,14	
Miscellaneous railway expenditure	41,71	
Contribution at 1 per cent. on capital at charge—commercial lines	7,22,95	
Total Charges .		1,00,91,69
(iii) Deficit		14,46,61
(iv) Contribution of 1/5th of surplus		...
3. Total contribution from railway revenues 1 *plus* 2 (iv) .		7,22,95
Deduct—Loss on strategic lines—		
(i) Interest on capital	1,48,87	
(ii) Miscellaneous railway expenditure . . .	4,05	
(iii) Loss in working	43,48	
(iv) Interest on the amount of loss in working met from Depreciation Reserve Fund of commercial lines	5,55	
		2,01,95
4. Net payment due from railway to general revenues in 1933-34		5,21,00

23. *Depreciation Fund.*—The amount appropriated to the depreciation fund by debit to the working expenses of State-owned railways and the amount drawn from the fund to meet the expenditure incurred on replacement and renewals actually carried out on those railways during 1932-33 and 1933-34 are given in the statement below :—

(Figures in thousands.)

Railways.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1932-33.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1932-33.	Credits to Depreciation Fund by debit to Revenue on account of depreciation in 1933-34.	Amount spent on Replacements and Renewals and charged to Depreciation Fund in 1933-34.
	Rs.	Rs.	Rs.	Rs.
State Lines managed by State.				
North Western	2,92,37	1,83,14	2,71,55	1,11,32
Eastern Bengal	97,68	39,31	97,43	80,77
East Indian	2,35,38	96,05	2,38,56	2,68,85
Great Indian Peninsula . . .	1,97,94	79,13	1,94,26	1,19,21
Burma	53,44	46,58	55,28	28,37
State Lines managed by Companies.				
Bengal Nagpur	1,38,85	30,45	1,37,75	37,14
Bombay, Baroda and Central India .	1,38,74	52,23	1,38,85	53,02
Madras and Southern Mahratta .	90,89	55,07	89,80	56,37
South Indian	77,20	35,64	77,50	31,29
Other Railways	54,73	23,33	55,50	24,29
Adjustments :—				
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company worked Railways under Repairs and Maintenance.	..	—6,23	..	—3,10
TOTAL .	13,77,22	6,34,70	13,56,48	8,07,53

24. An analysis of the financial results of the working of the railways owned by the State is given in the following statement, for the last three years, by each railway :—

(Figures in thousands of rupees.)

Railways.	Year	(c) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by State.												
North Western	1931-32	1,48,36,74	..	1,48,36,74	14,65,19	11,88,59	2,76,60	1·9	..	6,33,68	..	3,57,08
	1932-33	1,48,04,40	..	1,48,04,40	14,14,63	11,75,20	2,39,43	1·6	..	6,26,24	..	3,86,81
	1933-34	**1,47,87,12**	..	**1,47,87,12**	**14,63,88**	**11,85,48**	**2,78,40**	**1·9**	..	**6,17,73**	..	**3,39,33**
Eastern Bengal	1931-32	51,34,71	..	51,34,71	5,05,07	4,24,66	80,41	1·6	..	2,03,33	..	1,22,92
	1932-33	51,38,86	..	51,38,86	4,98,11	4,21,81	76,30	1·5	..	2,03,84	..	1,27,54
	1933-34	**50,98,88**	..	**50,98,88**	**5,09,60**	**4,32,92**	**76,68**	**1·5**	..	**2,01,77**	..	**1,25,09**
East Indian	1931-32	1,47,23,75	1,12,14	1,46,11,61	17,35,65	11,37,18	5,98,47	4·1	..	6,22,33	..	23,86
	1932-33	1,45,49,13	1,12,14	1,44,36,99	17,56,01	11,51,75	6,04,26	4·1	..	6,17,37	..	13,11
	1933-34	**1,43,85,63**	**1,12,14**	**1,42,73,49**	**18,06,93**	**11,60,94**	**6,45,99**	**4·5**	..	**6,08,69**	**37,30**	..
Great Indian Peninsula	1931-32	1,17,87,89	..	1,17,87,89	11,92,31	9,06,71	2,85,60	2·4	..	4,63,35	..	1,77,75
	1932-33	1,22,92,13	..	1,22,92,13	12,08,49	9,18,84	2,89,65	2·4	..	4,58,05	..	1,68,40
	1933-34	**1,21,72,88**	..	**1,21,72,88**	**12,35,42**	**9,07,06**	**3,28,36**	**2·7**	..	**4,52,50**	..	**1,24,14**
Burma	1931-32	35,80,36	..	35,80,36	3,73,84	2,86,46	87,38	2·4	..	1,60,96	..	73,58
	1932-33	35,05,52	..	35,05,52	3,49,05	2,73,92	75,13	2·1	..	1,50,58	..	75,45
	1933-34	**35,19,96**	..	**35,19,96**	**3,66,22**	**2,82,29**	**83,93**	**2·4**	..	**1,54,53**	..	**70,60**
State Lines managed by Companies.												
Bengal Nagpur	1931-32	76,77,25	10,53,13	66,24,12	7,23,67	6,17,45	1,06,22	1·4	..	3,54,63	..	2,48,41
	1932-33	76,99,05	10,32,47	66,66,58	7,02,99	6,28,14	74,85	1·0	..	3,54,56	..	2,79,71
	1933-34	**77,13,70**	**10,12,20**	**67,01,50**	**7,51,31**	**6,32,33**	**1,18,98**	**1·5**	..	**3,45,93**	..	**2,26,95**

Bombay, Baroda and Central India	1931-32	73,60,14	5,50,86†	68,09,28	10,29,70	6,85,50	3,44,20‡	4·7	11,34‡	2,87,79	45,07	..
	1932-33	75,77,98	5,50,85†	70,27,13	10,22,95	6,82,79	3,40,16	4·5	12,60‡	2,86,91	40,65	..
	1933-34	**75,75,05**	**5,50,85†**	**70,24,20**	**10,65,13**	**6,68,37**	**3,96,76**	**5·2**	**13,64‡**	**2,85,24**	**97,88**	..
Madras and Southern Mahratta	1931-32	53,10,63	10,68,25	42,42,38	7,14,71	4,22,60	2,92,11	5·5	40,06	2,38,33	13,72	..
	1932-33	55,04,15	10,68,25	44,35,90	6,71,93	4,12,35	2,59,58	4·6	41,32	2,38,12	..	19,86
	1933-34	**55,06,92**	**10,68,25**	**44,38,67**	**6,93,31**	**4,24,48**	**2,68,83**	**4·9**	**31,45**	**2,36,74**	**64**	..
South Indian	1931-32	44,70,61	6,36,98‖	38,33,63	5,30,60	3,37,83	1,92,77	4·3	7,94	1,83,50	1,33	..
	1932-33	44,84,69	6,35,81‖	38,48,88	5,59,96	3,61,63	1,98,33	4·4	7,13‡	1,84,80	6,40	..
	1933-34	**44,92,94**	**6,35,81‖**	**38,57,13**	**5,16,93**	**3,48,04**	**1,68,89**	**3·8**	**7,26‡**	**1,82,41**	..	**20,78**
Other railways	1931-32	41,48,13	5,36,35	36,11,78	3,92,01	2,61,29	1,30,72	3·2	4,85	1,58,74	..	32,87
	1932-33	41,55,81	6,36,73	35,19,08	3,78,16	2,52,97	1,25,19	3·2	4,16	1,70,05	..	49,02
	1933-34	**42,53,19**	**6,33,04**	**36,20,15**	**3,72,75**	**2,60,65**	**1,12,10**	**2·6**	**4,30**	**1,72,43**	..	**64,63**
Suspense	1931-32	..	..	..	..	10	—10	..	..	..	..	10
	1932-33	..	..	..	..	..	..	..	..	..	..	..
	1933-34	..	..	..	..	..	..	..	..	..	..	..
Adjustments :—												
1. Net result of adjustment of credits on account of released materials and expenditure on non-wasting assets of company-managed railways under Repairs and Maintenance,	1931-32	..	..	..	..	9,01	—9,01	..	..	..	..	9,01
	1932-33	..	..	..	..	6,23	—6,23	..	..	..	..	6,23
	1933-34	..	..	..	..	**3,10**	**—3,10**	..	..	..	..	**3,10**
2. Write-back of Renewal and Replacement Expenditure of the Company's Sections of the Bengal and North Western and Rohilkund and Kumaon Railways for the years 1924-25 to 1929-30	..	..	..	..	..	..	..	..	..	..	..	..
Interest on Depreciation and Reserve Fund balances	1931-32	..	..	..	93,17	..	93,17	..	..	..	93,17	..
	1932-33	..	..	..	72,69	..	72,69	..	..	..	72,69	..
	1933-34	..	..	..	**57,21**	..	**57,21**	..	..	..	**57,21**	..
Net Miscellaneous Receipts and Charges not attributable to any one Railway.	1931-32	..	..	..	..	..	..	..	..	..	..	27,77*
	1932-33	..	..	..	..	..	..	..	..	..	..	16,54*
	1933-34	..	..	..	..	..	..	..	..	..	..	**14,74***
Total (Central)	1931-32	7,90,30,21	39,57,71	7,50,72,50	87,55,92	62,77,38	24,78,54	3·1	64,19	33,06,64	..	9,20,06
	1932-33	7,97,11,72	40,36,25	7,56,75,47	86,34,97	62,85,63	23,49,34	3·0	65,21	32,90,52	..	10,22,93
	1933-34	**7,95,06,27**	**40,12,29**	**7,54,93,98**	**88,38,69**	**63,05,66**	**25,33,03**	**3·2**	**56,65**	**32,57,97**	..	**7,96,33**
Provincial Railways	1931-32	14,61	..	14,61	(*a*)1,61	..	1,61	..	..	58	1,03	..
	1932-33	14,61	..	14,61	(*a*)1,81	..	1,81	..	..	57	1,24	..
	1933-34	**14,61**	..	**14,61**	(*a*)**1,57**	..	**1,57**	..	..	**46**	**1,11**	..

(Figures in thousands of rupees.)

Railways.	Year.	(c) Capital at charge.	*Deduct* amount of capital contributed by Companies and Indian States.	Net Government Capital at charge.	Receipts.	Working Expenses including Depreciation.	Net Receipts.	Percentage of Net Receipts on Capital at charge.	Charge against net Revenue Receipts.		Gain.	Loss.
									Payment on account of share of Surplus Profits.	Interest Annuity and Sinking Fund charges.		
1	2	3	4	5	6	7	8	9	10	11	12	13
State Lines managed by Companies—concld.												
Grand Total (Central and Provincial)	1931-32	7,90,44,82	39,57,71	7,50,87,11	87,57,53	62,77,38	24,80,15	3·2	64,19	33,07,22	..	9,19,03
	1932-33	7,97,26,33	40,36,25	7,56,90,08	86,36,78	62,85,63	23,51,15	3·0	65,21	32,91,09	..	10,21,69
	1933-34	**7,95,20,88**	**40,12,29**	**7,55,08,59**	**88,40,26**	**63,05,66**	**25,34,60**	**3·2**	**56,65**	**32,58,43**	..	**7,95,22**
North Western (Commercial)	1931-32	1,13,83,69	..	1,13,83,69	13,33,60	10,07,20	3,26,40	2·9	..	4,84,80	..	1,58,40
	1932-33	1,13,73,94	..	1,13,73,94	12,87,22	9,85,16	3,02,06	2·7	..	4,79,69	..	1,77,63
	1933-34	**1,13,63,56**	..	**1,13,63,56**	**13,37,69**	**10,00,45**	**3,37,23**	**3·0**	..	**4,73,57**	..	**1,36,34**
Non Commercial (Strategic) (North Western and Aden Railways).	1931-32	34,53,05	..	34,53,05	1,31,59	(*b*)1,81,47	(*b*)—49,88	—1·4	..	1,48,87	..	1,98,75
	1932-33	34,30,46	..	34,30,46	1,27,41	1,90,04	—62,63	—1·8	..	1,46,55	..	2,09,18
	1933-34	**34,23,56**	..	**34,23,56**	**1,26,20**	**1,85,03**	**—58,83**	**—1·7**	..	**1,44,16**	..	**2,02,99**

† Includes Capital provided by the Palanpur Durbar.

‡ Includes payments to Durbars—

	1931-32.	1932-33.	1933-34.
Jaipur Durbar	6,52	6,49	6,68
Palanpur ,,	17	18	20
Travancore ,,	..	17	17

* Includes recoveries from Travancore Durbar 97 46 70

‖ Includes capital expenditure on Tinnevelly Quillon (Indian State Section).

(*a*) Represent figures on account of subsidized Companies, etc.

(*b*) Includes Aden Railway :—

Column 7 89

,, 8 . . . . . —89

(*c*) Figures of Capital at charge at end of 1931-32 include sterling liabilities involved in the purchase of Railways converted at 1*s.* 6*d.* to the rupee and those at end of 1932-33 and 1933-34 at the average rate of the year in which the liabilities were originally incurred.

III.—*General results of working of all Indian Railways.*

25. Traffic and mileage.—The more important statistical figures of traffic on all Indian Railways are summarised in the table below :—

Particulars.	Year.	Class I Railways.	Other Railways.	Total of all Railways.
(*i*) Total route mileage.	1932-33	38,550	4,394	42,944
	1933-34	**38,298**	**4,655**	**42,953**
(*ii*) Number of passengers originating	1932-33	471,689,600	30,205,600	501,895,200
	1933-34	**456,617,900**	**32,995,200**	**489,613,100**
(*iii*) Number of passenger miles.	1932-33	16,890,772,000	715,682,000	17,606,454,000
	1933-34	**16,384,713,000**	**765,667,000**	**17,150,380,000**
(*iv*) Tons originating	1932-33	67,163,000	3,438,000	70,601,000
	1933-34	**72,951,000**	**3,562,000**	**76,513,000**
(*v*) Number of ton miles.	1932-33	16,978,015,000	224,526,000	17,202,541,000
	1933-34	**18,459,656,000**	**247,161,000**	**18,706,817,000**

26. Analysis of earnings.—The total earnings of all railways, including those with which the Government of India is not directly concerned, amounted to Rs. 99·58 crores, of which 61·58 crores or 61·9 per cent. were from goods traffic, Rs. 30·11 crores or 30·2 per cent. from passenger traffic and Rs. 7·89 crores or 7·9 per cent. from parcels, luggage and other miscellaneous items.

27. *Passenger earnings.*—Passenger earnings showed a decrease of 3·86 per cent., *i.e.*, from Rs. 31·32 to 30·11 crores. The following table shows the numbers of and earnings from passengers separately for each class for the four years previous to the war and for the last six years. Graphs are also inserted showing the numbers of passengers carried and of passenger miles by classes from 1923-24 :—

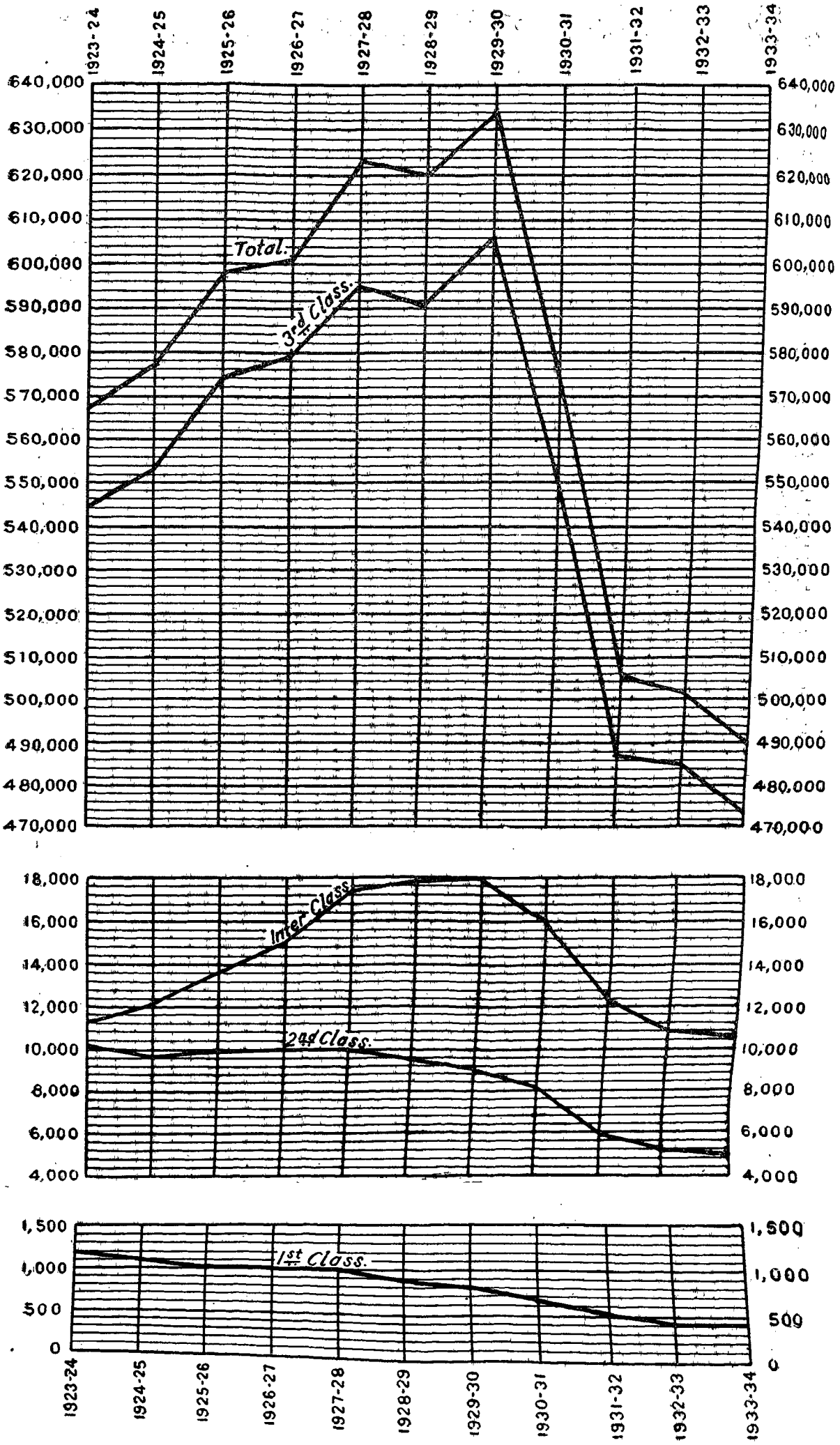
Year.	No. of passengers carried (in thousands).					Earnings from passengers (in thousands of rupees).				
	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.	1st class.	2nd class.	Inter class.	3rd class.	Season and Vendor's tickets.
1910 . .	685	2,784	10,702	315,839	24,341	58,82	77,23	94,99	14,65,16	15,85
1911 . .	703	2,947	11,409	331,055	25,687	66,38	83,83	1,08,88	15,73,15	16,85
1912 . .	700	3,030	10,508	356,789	26,810	62,90	83,31	91,37	17,01,35	17,55
1913-14 .	715	3,253	12,000	390,412	30,114	68,94	88,70	1,03,48	18,37,03	19,36
1928-29 .	912	9,585	17,870	591,679	*	1,12,25	1,91,89	1,66,43	33,53,56	*
1929-30 .	804	9,125	17,900	606,468	*	1,04,45	1,83,56	1,58,96	34,11,36	*
1930-31 .	670	8,089	16,189	550,879	*	94,06	1,70,20	1,41,34	30,24,15	*
1931-32 .	508	5,937	12,354	487,037	*	83,34	1,53,71	1,22,98	27,75,41	*
1932-33 .	429	5,278	10,871	485,317	*	77,95	1,47,44	1,15,14	27,91,67†	*
1933-34 .	421	5,050	10,557	473,585	*	76,07	1,42,24	1,11,54	26,79,09	*

* The number of season and vendor's tickets and their earnings included under the respective classes; the former at the rate of 50 single journeys per month.

NOTE.—In pre-war reports the sum of the numbers of passengers carried on each separate railway was shown as the total number of passengers carried on all railways. Passengers travelling over two or more railways were thus counted as two or more passengers. The actual number of passengers carried on all railways is in fact the same as the number of passengers originating and this figure has been adopted for "number of passengers carried" in the reports from 1923-24 onwards. As the number of passengers originating is not available prior to 1923-24 the figures of pre-war years have been modified.

† Revised figures.

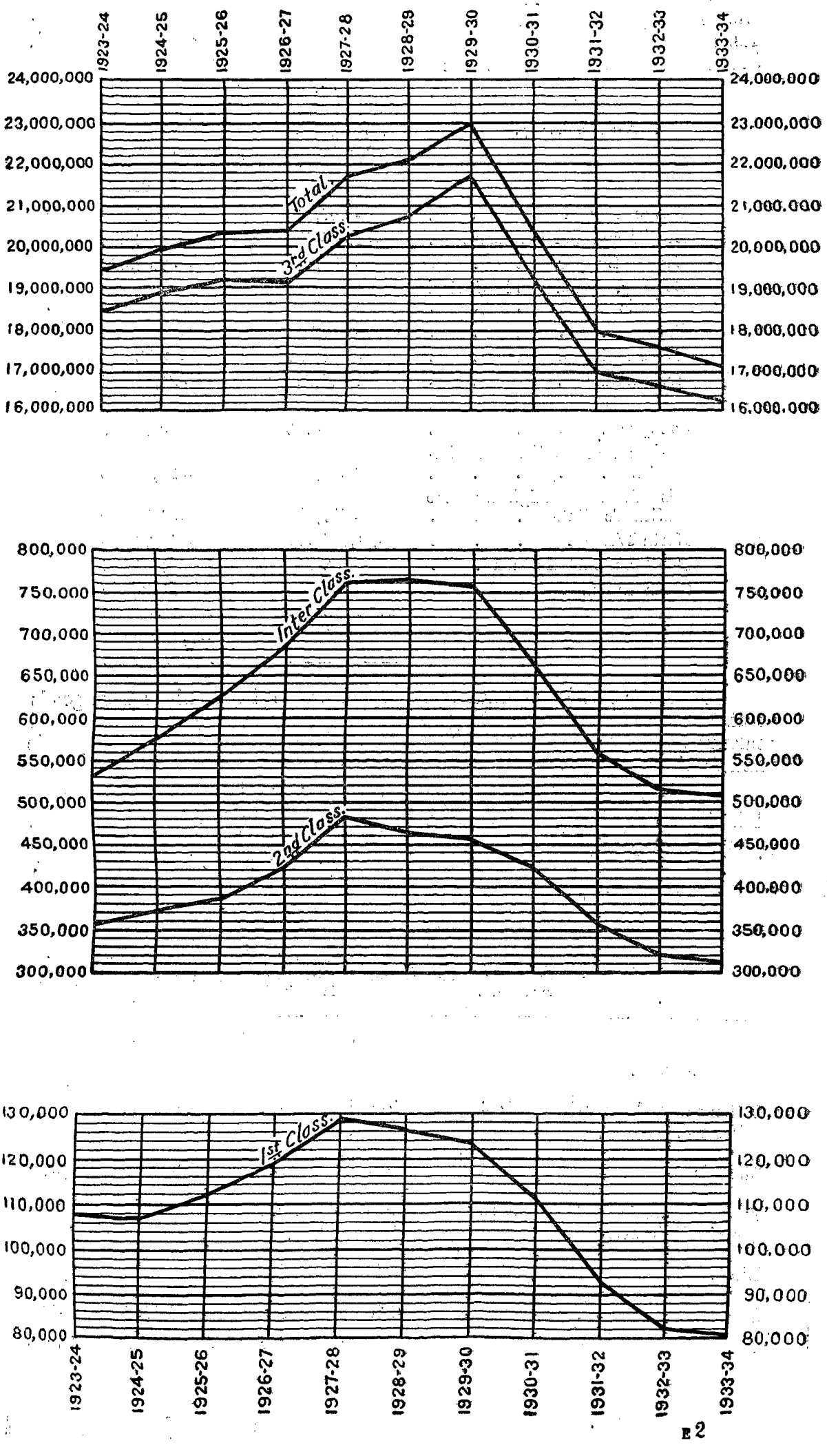
NUMBER OF PASSENGERS CARRIED ON INDIAN RAILWAYS (IN THOUSANDS)



PASSENGER MILES

INDIAN RAILWAYS

(IN THOUSANDS)



During 1933-34, the number of passengers carried on Class I Railways were 15,200,000 less than in 1932-33, and earnings thereon also decreased by Rs. 1 crore. The following statement shows how these decreases were distributed over the various railways:—

Name of Railway.	Variations in the number of passengers carried as compared with 1932-33.	Variations in earnings as compared with 1932-33.
		Rs.
Assam Bengal . . .	- 267,100	- 3,24,000
Bengal and North-Western .	- 1,884,400	- 6,96,000
Bengal Nagpur . . .	- 890,600	- 9,02,000
Bombay, Baroda and Central India	- 5,226,800	- 18,65,000
Burma	- 879,300	- 6,72,000
Eastern Bengal . . .	- 487,100	- 2,93,000
East Indian	- 1,213,800	- 21,16,000
Great Indian Peninsula . .	- 2,602,900	- 14,31,000
Jodhpur	+ 203,700	+ 58,000
Madras and Southern Maharatta	- 2,916,700	- 20,06,000
His Exalted Highness the Nizam's State . . .	- 817,500	- 1,80,000
North Western . . .	+ 1,784,900	- 13,38,000
Rohilkund and Kumaon . .	+ 333,700	+ 78,000
South Indian	- 381,900	- 15,48,000
Total .	- 15,245,800	- 1,32,35,000

28. *Goods earnings.*—There was an increase in earnings from goods traffic on all railways amounting to Rs. 4·74 crores, chiefly due to improved earnings from cotton, raw and manufactured, oil seeds and fuel for public and foreign railways.

The tonnage of, and earnings from, the principal commodities on Class I Railways during the last two years are shown in the statement below. Apart from the main increases, mentioned above, there were appreciable increases under rice, sugar, iron and steel wrought, metallic ores, jute raw, materials and stores on revenue account and fruits and vegetables.

Commodity.	1932-33.		1933-34.		Increase+ Decrease— in earnings Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases.					
Cotton raw and manufactured.	1·46	5·19	1·70	5·96	+77
Oil-seeds . . .	2·04	2·88	2·57	3·64	+76
Fuel for public and foreign Railways.	17·51	8·90	18·47	9·65	+75
Rice	3·61	3·45	4·36	3·89	+44
Sugar . . .	0·64	1·30	0·84	1·67	+37

Commodity.	1932-33.		1933-34.		Increase + Decrease— in earnings Rs. (in lakhs).
	No. of tons originating (in millions).	Rs. (in crores).	No. of tons originating (in millions).	Rs. (in crores).	
Increases—concld.					
Iron and Steel, wrought	1·15	2·00	1·30	2·21	+21
Metallic ores . .	1·77	0·45	2·24	0·64	+19
Jute, raw . . .	0·81	1·12	0·99	1·29	+17
Materials and stores on revenue account.	10·63	2·36	11·15	2·50	+14
Fruits and Vegetables .	1·94	1·15	2·71	1·28	+13
Kerosene . . .	0·75	1·38	0·79	1·46	+8
Salt	1·34	1·86	1·40	1·89	+3
Tobacco . . .	0·28	0·73	0·29	0·76	+3
Marble and stone .	2·24	0·71	2·29	0·73	+2
Wheat . . .	1·46	1·84	1·65	1·85	+1
Other commodities .	7·25	9·04	8·63	9·96	+92
Decreases.					
Gram and pulses and other grains.	2·49	3·09	2·39	2·91	—18
Gur, Jagree, Molasses .	0·89	1·39	0·82	1·21	—18
Railway materials .	4·84	0·51	4·33	0·44	—7
Fodder . . .	0·87	0·54	0·87	0·51	—3
Live stock . . .	0·16	0·53	0·16	0·50	—3
Provisions . . .	1·12	2·76	1·08	2·74	—2
Military traffic . .	0·34	0·30	0·32	0·29	—1
Manures . . .	0·15	0·11	0·14	0·11	..
Petrol . . .	0·24	0·79	0·23	0·79	..
Wood, unwrought .	1·18	0·79	1·23	0·79	..
TOTAL .	67·16	55·17	72·95	59·67	+450

29. Alteration in rates and fares.—*Coaching Traffic.*—There were no general alterations in passenger fares in the year under review, but mention may be made of some of the more important of the changes made on certain railways. On the Great Indian Peninsula Railway the basis of the first class fare was reduced from 24 to 18 pies per mile over the suburban section. On the South Indian Railway the distinction in fares between mail and

passenger trains was discontinued in regard to 1st class fares and the fares reduced as follows:—

Previous fares.	Per mile.	*Revised fares.*	Per mile.
By mail—			
1-150 miles . .	24 pies.	1-150 miles . .	18 pies
151 and over . .	18 „	151 and over . .	15 „
By other than mail—			
All distances .	18 „		

Third class passenger fares on the North Western Railway were revised as an experimental measure from 1st December 1933 as follows:—

Previous fares.	Per mile.	*Revised fares.*	Per mile.
1-50 miles . .	3½ pies.	1-50 miles. . .	3 pies.
51-300 „ . .	3 „	51-300 „ . .	2¾ „
301 and over . .	2 „	301 and over . .	2½ „

This revision, while making an appreciable reduction for distances over 50 miles, meant a slight enhancement for distances over 480 miles. On several of the principal railways, the policy of issuing cheap single and return journey tickets to meet special conditions was continued. Similarly, reduced rates for parcels traffic were quoted where necessary. To encourage the movement of fresh fruit traffic for long distances, several railways quoted special rates for wagon loads for carriage by passenger train.

Goods Traffic.—No reductions of a general nature, *i.e.*, applicable over the entire system, have been made by any railway. Such alterations in rates as have been notified, have been made in the ordinary course of day-to-day working with a view to assisting industries, encouraging the movement of traffic or meeting competition by alternative means of transport. The following are the more important of the changes thus made on individual railways:—

Rice—

(*a*) a reduction varying from 7 to 24 per cent. was made over the South Indian Railway for distances varying from 176 to 400 miles with certain exceptions.

(*b*) a reduction of about 25 per cent. from September 1933, over the Bengal Nagpur Railway for traffic to Calcutta and to stations on the East Indian, Eastern Bengal and Bengal and North-Western Railways.

Wheat—

(*a*) a reduction of about 10 to 32 per cent. from 1st May 1933, over the East Indian Railway for traffic from certain North Western Railway stations to Calcutta, so as to make the total rate from despatching stations to Calcutta Re. 1-0-4;

(*b*) a reduction of about 10 per cent., from 1st May 1933, over the East Indian Railway from stations in the United Provinces to Calcutta;

(*c*) a reduction varying from about 20 to 40 per cent. from December 1933, over the Bombay, Baroda and Central India Railway, from *viâ* Bhatinda to Bombay, so as to make the total rates from North Western Railway stations to Bombay less than the rates by the rail-cum-sea route *viâ* Karachi.

Gingelly or Til oil.—A reduction of about 10 to 30 per cent. was made from July 1933 over the North Western Railway.

30. Compensation claims for goods.—The table below shows for each Class I Railway the amounts paid on account of compensation for goods lost or damaged during the last seven years. It will be seen that the total payment for 1933-34 is substantially lower than in previous years. Incidentally, it may be remarked that in 1922-23 the amount of claims paid exceeded Rs. 120 lakhs.

*Claims for goods lost or damaged paid by Class I Railways (excluding Jodhpur Railway) during 1927-28 to 1933-34.**

Railways.	1927-28.	1928-29.	1929-30.	1930-31.	1931-32.	1932-33.	1933-34.	Percentage to Goods Earnings.	
								1932-33.	1933-34.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.		
Assam Bengal . . .	18,006	20,973	19,096	15,976	10,303	5,600	5,784	0·06	0·06
Bengal and North-Western	59,875	45,387	56,914	26,865	25,291	25,866	13,288	0·13	0·06
Bengal Nagpur . .	65,248	1,02,726	77,437	60,128	11,878	14,255	20,002	0·03	0·04
Bombay, Baroda and Central India.	1,57,447	1,21,175	1,07,749	96,011	46,910	31,242	22,054	0·05	0·03
Burma	42,791	34,696	18,828	22,129	11,947	9,226	6,893	0·04	0·03
Eastern Bengal . .	1,71,266	1,53,676	1,08,360	83,409	47,013	43,211	37,416	0·15	0·12
East Indian . . .	2,36,368	2,27,600	1,75,501	1,10,596	90,624	72,983	52,150	0·06	0·04
Great Indian Peninsula .	1,18,333	1,45,133	1,11,392	1,15,364	1,11,645	63,868	72,883	0·08	0·09
Madras and Southern Mahratta.	80,517	95,330	1,28,478	70,612	51,557	22,641	18,953	0·05	0·04
His Exalted Highness the Nizam's State.	11,270	11,443	23,075	16,206	11,978	9,899	4,459	0·08	0·03
North Western . .	—36,383	99,446	78,321	1,26,939	65,900	59,117	21,346	0·07	0·02
Rohilkund and Kumaon .	7,347	7,204	5,775	2,611	4,574	1,220	2,654	0·03	0·07
South Indian . . .	17,691	28,350	12,992	18,826	13,732	7,320	9,523	0·03	0·04
Total .	9,49,776	10,93,139	9,23,864	7,65,672	5,03,352	3,66,448	2,87,405	0·07	0·05

* These figures exclude the amount of credits afforded to home line departments for the loss of their goods.

CHAPTER III.

NEW CONSTRUCTION AND ENGINEERING WORKS.

31. Capital Expenditure.—At the end of March, 1934, the total capital at charge on all railways, including those under construction, amounted to Rs. 884·41 crores, of which Rs. 795·21 crores was capital at charge on State-owned Railways inclusive of premia paid in the purchase of Companies' lines. The remainder, Rs. 89·20 crores, represented capital raised by Indian States, Companies and District Boards.

The capital at charge of State-owned Railways is composed as follows:—

	£
Liability and debt incurred in purchase of Railways .	150,106,630
Less liability and debt cancelled by the operation of Annuities and Sinking Funds	—29,284,941
Net amount outstanding	120,821,689*

	Rs. (omitting 000)
Direct expenditure by Government	6,25,66,74
The above sterling figure converted into rupees .	1,69,39,53*
Total .	7,95,06,27
Add Provincial Railways expenditure . . .	14,61
Grand Total .	7,95,20,88

By far the greater portion of this amount, namely, Rs. 7,55,08,59,000 is Government Capital and only 1-20th or Rs. 40,12,29,000 is owned by Companies. These figures include Rs. 34·24 crores on account of capital expenditure to the end of March 1934, on strategic lines.

32. The total capital outlay on all railways during 1933-34 was Rs. 0·20 crores, of which Rs. —2·05 crores were spent on State-owned Railways. The following statement shows how this outlay of Rs. —2·05 crores was distributed between open line works, rolling stock and new lines, similar figures being given for the previous four years and for 1913-14.

Year.	Open Lines.			New lines.	Grand Total.
	Works including Stores and general charges.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
1913-14	9·30	7·31	16·61	1·86	18·47
1929-30	18·12	5·55	23·67	6·51	30·18
1930-31	5·29	3·81	9·10	4·11	13·21
1931-32	1·74	2·16	3·90	2·79	6·69
1932-33	0·05	—0·55	—0·50	0·57	0·07
1933-34	—0·45	—1·82	—2·27	0·22	—2·05

* £8,006 converted at the rate of £1=Rs. 13⅓ and the balance of £ 120,813, 683 converted at the average rate of exchange, ruling in the year in which the liabilities were incurred.

33. The distribution of the capital outlay in 1933-34 over the different State-owned lines is shown in the summary below :—

Railways.	Open Lines.			New lines.	Grand Total.
	Works, etc.	Rolling-stock.	Total.		
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Bengal Nagpur . . .	0·11	—0·02	0·09	0·06	0·15
Bombay, Baroda and Central India	0·01	—0·04	—0·03	..	—0·03
Eastern Bengal . . .	0·04	—0·46	—0·42	0·05	—0·37
East Indian	—0·02	—0·65	—0·67	..	—0·67
Great Indian Peninsula . .	—0·38	—0·81	—1·19	..	—1·19
Madras and Southern Mahratta .	—0·07	0·10	0·03	..	0·03
North Western . . .	—0·12	—0·08	—0·20	0·02	—0·18
South Indian	—0·05	0·13	0·08	..	0·08
Other Railways . . .	0·03	0·01	0·04	0·09	0·13
Total .	—0·45	—1·82	—2·27	0·22	—2·05

34. Lines opened during 1933-34.—11·98 miles of railways were opened to public during the year and consisted of :—

2·65 miles on the 5′ 6″ gauge.

9·33 miles on the 3′ 3⅜″ gauge.

Details regarding the sections opened are given below :—

Name of line.	Gauge.	Mileage.	Owner.	Working Agency.	Date of opening.
Hatidah Ghat Branch . .	5′ 6″	2·65	State . .	East Indian Railway.	27th December, 1933.
Irrawaddy Bridge at Sagaing and approaches.	3′ 3⅜″	3·82	„ . .	Burma Railways.	1st February, 1934.
Original Line (Bengal Dooars Railway).	3′ 3⅜″	5·51	Unassisted company's line.	Bengal Dooars Railway.	1st June, 1933.

35. Lines sanctioned in 1933-34.—During the year under review no new line was sanctioned for construction.

36. Lines under active construction on 31st March 1934.—At the end of the financial year 1933-34 the mileage of new lines under active construction was as follows :—

	Miles.
3′ 3⅜″ gauge	50·37
Total .	50·37

The lines under active construction are given in the table below, which also shows the construction agencies and the progress reached :—

Name of line.	Gauge.	Mileage actually under construction.	Working Agency.	* Progress of work (Proportion completed on 31st March 1934).
1. Prachi Road-Una . . .	3′ 3⅜″	27·93	Junagad Durbar .	·40
2. Khambli Ghat-Phulad (Mauli-Sursinghjika Gudha).	3′ 3⅜″	13·11	Mewar Durbar .	·40
3. Arasalu-Anantapur . . .	3′ 3⅜″	9·33	Mysore Railway .	·39
Total .	..	50·37		

37. Surveys.—Although no new lines were sanctioned for construction during the year under review, sanction was accorded to certain surveys being carried out, as for the proposed Agastiyampalli-point Calimere extension, and for a realignment of the Shoranur-Cochin Railway between Idappalli and Ernakulam, with a view to fixing the location of a new passenger station for Ernakulam.

The South Indian Railway Administration was also authorised to review the traffic prospects and to revise the project estimates of the new lines proposed from Karaikudi to Madura *viâ* Melur, and from Bodinayakanur to Gudalur.

On the Great Indian Peninsula Railway, the Hiwarkhed-Akot-Akola-Basin and the Khamgaon-Chickli projects which appeared to show fair prospects of a good return, were similarly resurveyed.

Railways in Sind.—The need for adequate facilities in Sind to transport the increased volume of agricultural produce available from the large tracts of land irrigated by the Lloyd Barrage project came to the fore during the year under review. The Government of India, therefore, appointed an officer to examine and report on the general question of " Communications in Sind " with special reference to the Barrage Area. A Railway Officer was also associated with him so as to ensure a proper co-ordination of road and rail construction and the development of feeder roads. Their report is awaited.

38. The following is a brief account of the more important lines, which were under construction during the year :—

(i) *Arasalu-Anantapur section of the Shimoga-Anantapur Railway.*—The construction of this line has been completed and it is expected to be opened for all kinds of traffic by the end of April 1934.

(ii) *Prachi Road-Una section of the Veraval-Una Railway.*—The construction of this metre gauge section which is 27·93 miles long, was held up pending settlement of the arrangements in connection with the acquisition of land. The land for the railway was handed over by the Baroda State in December 1933, and active work on the construction of the line was taken in hand during that month. The first section of the railway from Prachi Road to Jamwala (7·05 miles) is nearly complete and is expected to be opened for public traffic in April 1934. Work has also been started on the remaining portion from Jamwala to Una.

The construction of the Talala-Visavadar section of the Talala-Dhari extension has been held up pending the completion of the Prachi Road-Una section of the Veraval-Una Railway.

* ·30 signifies that $\frac{3}{10}$th of the work has been done.
·50 signifies that half the work has been done.
1·00 signifies completion of the work.

Ava Bridge—View of roadway on down stream side.

39. Important New Works.—(i) *Vizagapatam Harbour.*—Good progress was made in the Vizagapatam Harbour Construction work during the year. The suction dredger, "Vizagapatam" was in commission throughout the year and dredging was done at various places. Dredging was in progress from April to the middle of June in the outer channel and at intervals during the south west monsoon. A sufficiently wide and deep channel to warrant opening of the Harbour to shipping was excavated and maintained. The dragline excavator worked along the Southern Lighter Channel. The Combined Dipper Dredger and Rock Breaker "Waltair" and the crane barges "Mudlark" and "Gamine" were employed during the year on the removal of soft and hard material and also on rock breaking and dredging in certain areas. The tugs "Dolphin" and "Grampus", the water boat and the anchor boat were in attendance on dredging plant. The tugs were also employed in towing barges and cargo lighters till the time of opening the Harbour to ocean going steamers. Launch "Madge" and the combined water and anchor barge "Julia" were in commission all the period. The dumping of stone in and around the two ships forming the shell of the Breakwater was carried out at greater speed than expected and by the end of September 175,000 tons had been deposited. The Breakwater proved very effective in its dual purpose of causing the deposit of drift sand in the sand trap area, and giving sheltered water there and in the channel for dredging. The inner channel had for the most part been dredged to the depth required previously, but siltation had taken place over certain areas which required improvement. The necessary work was done before October 1933. The Port was opened to ships of 26 ft. draft on the 7th October 1933, and His Excellency the Viceroy performed the official opening ceremony on the 19th December 1933. After ships entered, the necessity for improvements both in the Turning Basin and at the entrance to the Turning Basin became evident and these were executed. The outer channel was also improved at the outer limits. The Berth position at present is that there are 3 Quay Berths and 4 Mooring Berths available for shipping. After opening of the Harbour, the tugs "Dolphin", "Grampus" and "Sir Guthrie Russell" were used in connection with the pilotage of vessels entering and leaving the Harbour. Measures for the prevention of waste of filtered municipal water by the adoption of a decentralised system of storage were continued during the year under review, and a considerable saving has been effected in the consumption of municipal water. The construction of the Power House and the sub-station buildings were also completed. The Generating Station was brought into use on the 16th February 1934.

(ii) *New Locomotive Yard at Salt Cotaurs, Madras and Southern Mahratta Railway.*—In connection with the general scheme for remodelling railway facilities in and around Madras, it was considered essential that the existing out of date engine shed at Rayapuram should be shifted to a new site at the old Salt depot at Salt Cotaurs, and the opportunity taken to provide an up to date shed equipped with modern facilities. The work was accordingly sanctioned at a cost of Rs. 22 lakhs. It is, however, anticipated that the expenditure will very nearly pay for itself by obviating the present light running of engines between Central Station and Rayapuram. There will also be other savings amounting to a considerable sum.

(iii) *Ava Bridge at Sagaing.*—It was mentioned in last year's report that the bridge over the Irrawaddy at Sagaing was likely to be completed by the end of November or early in December 1933. The bridge was opened for public traffic with effect from 1st February 1934, but the opening ceremony was performed by His Excellency the Governor of Burma on the 2nd January 1934. The length of the bridge proper from abutment face to abutment face is 3,948 feet and at the deepest part of the river the railway track is 102 feet above the river bed. Including its approaches the bridge is 3·83 miles long. The bridge connects the two main sections of the Burma Railways, hitherto linked only by a ferry service. It also carries the main road from Mandalay to Shwebo.

40. Open Line Improvements.—(i) *Chambal Bridge.*—The old Great Indian Peninsula Railway bridge over the Chambal River was built in 1880, and the girders, which were designed to carry the train loads then in force, were below strength for the heaviest standard of loading now in force on broad gauge railways in India. The reconstruction of the superstructure of the bridge could therefore no longer be delayed and an estimate amounting to Rs. 16,69,668 of the cost of the work was sanctioned in April 1933.

(ii) *Sutlej River Bridge at Gidarpindi.*—Several large embayments which had formed in the vicinity of this bridge had extended to a short distance of and had caused erosion to the approach banks, seriously endangering the entire bridge structure and its approaches. As this state of affairs was extremely precarious and liable to expose the bridge to disaster during abnormal floods, it was necessary to extend the upstream guide bunds urgently by 1,350 feet and an estimate amounting to Rs. 5·29 lakhs was accordingly sanctioned for the purpose in time to have the work completed before the next flood season.

(iii) *Bridge Strengthening Programme.*—A description of the Jumna Bridge at Delhi was given in last year's report. During the current year, good progress was maintained and the work was completed by the end of June 1933.

On the Bengal Nagpur Railway too it was found necessary to carry out an extensive scheme of bridge strengthening on the broad gauge sections, notably on the east coast section, the Nagpur line and the Katni Branch in order to make them fit for modern heavy loads. The total cost of the work is estimated at Rs. 27·94 lakhs.

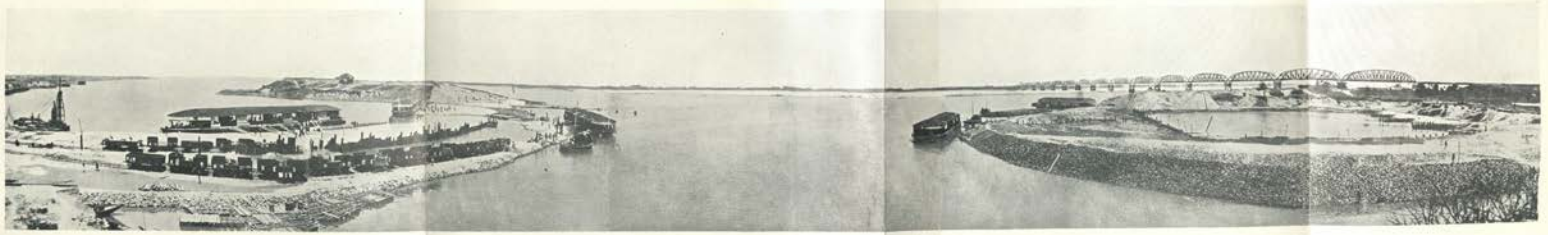
Other large bridges which had similarly to be brought up to the standard for modern heavy engines were the East Indian Railway bridge over the Adjai river and the Great Indian Peninsula Railway, Sindh bridge on the Jhansi-Agra section, and estimates amounting to Rs. 7·14 lakhs and 5·06 lakhs respectively were accordingly sanctioned.

In the case of the Adjai bridge the actual work to be done consists of the construction of a new bridge for the up line and the shifting of the down line to the centre of the existing piers after suitably strengthening them.

(iv) *Floodways for the spill of the Sone River near Koilwar.*—As the Sone river is liable to heavy floods which breach its banks in the vicinity of Koilwar and as the waterway at the existing bridge at Koilwar is insufficient to cope with the entire discharge, it was decided in consultation with the Government of Bihar and Orissa to provide additional waterway to the extent of 660 feet in the East approach bank of the Bridge and an estimate amounting to Rs. 5·43 lakhs was accordingly sanctioned for the work in November 1933.

(v) *Permanent Way Renewal.*—Of the permanent way renewal works sanctioned during the year, special mention may be made of re-sleepering 39·5 miles of wooden sleepers track with transverse steel trough sleepers between Shamgarh and Ramganj Mandi on the Bombay, Baroda and Central India Railway. This forms the second section of the re-sleepering programme on the 123 mile section of the main line north of Rutlam, which was mentioned in the Administration Report for 1931-32, leaving a balance of 38 miles still to be completed. On the Great Indian Peninsula Railway, a programme of replacing wood sleepers with cast iron plate sleepers on about 76 miles in the section between Jubbulpore to Naini was similarly sanctioned. The order for the necessary cast iron sleepers will be placed in India.

(vi) *Realignment between Bahawalpur and Samasatta.*—On the Lahore-Karachi main line between the stations Bahawalpur and Samasatta and on the south side of the Empress Bridge at Adamwahan, the railway and the river Sutlej run parallel and close to each other for over 6 miles. On this length the railway is being continually threatened by the river and has been a source of anxiety since 1913. As efforts to train the river properly have not proved successful, it was decided to abandon the present alignment and



Hardinge Bridge—View of breached right guide bank and emergency works.

realign the railway, so as to place it well out of reach of the river. The work is expected to cost about Rs. 3·56 lakhs.

(vii) *Shoranur-Cochin Railway Conversion, South Indian Railway.*—Mention was made of this work in the report for 1932-33. During the year under review further progress was made and about 80 per cent. of the work was completed. The line is expected to be ready for opening by about the end of 1934.

(viii) *Hubli Station Yard Remodelling, Madras and Southern Mahrattá Railway.*—The existing station at Hubli is inadequate to meet the traffic passing through it which has far outgrown the present facilities. It is, therefore, necessary to remodel the station so as to provide better facilities for both passengers and goods and also a new locomotive yard and engine shed equipped with a suitable workshop and machinery. The work was accordingly sanctioned at a cost of Rs. 16½ lakhs.

41. Hardinge Bridge.—The vagaries of the river Ganges in the vicinity of the Hardinge Bridge have attracted a great deal of attention during the past few years. A definite attempt by the river to return to an old channel, where it flowed in 1780 and 1868, developed rapidly during the years 1931 and 1932. As a result certain protection works which consisted of the provision of a new bund and the extension of others were undertaken in 1932 at a total cost of Rs. 30·16 lakhs with a view to keeping the river to its old course, and completed in May 1933. These additional works came into action early during the flood season of 1933 but towards the end of September and the beginning of October, an attack of unprecedented severity developed on the Right Guide Bank near the bridge and eventually caused a breach of that Bank for 300 feet which ultimately increased to 1,600 feet. All efforts to arrest the breach were fruitless owing to the depth and velocity of the river, but fortunately it was the end of the flood season and the bridge was therefore free from danger during the ensuing low water months.

Owing to the importance of maintaining this expensive link of communication, it was decided to invite Sir Robert Gales, a representative of the Consulting Engineers to the Government of India and the original builder of the bridge, to come to Paksey, and to advise after personal inspection on the best expedients that should be adopted for the protection of the bridge during the floods of 1934. The protection scheme prepared by Sir Robert Gales involves several works costing roughly Rs. 116 lakhs. Work was put in hand early in January 1934 and is in progress. Meanwhile, with a view to maintaining traffic over this route in the event of the possible failure of the bridge in spite of the additional works undertaken to secure it, it was necessary to authorise the purchase of a wagon ferry and to put in hand certain preliminary works required for a ferry service, at a total cost of Rs. 5·80 lakhs.

CHAPTER IV.

TRANSPORTATION AND WORKING.

42. Statistics.—A convenient method of showing the business handled by railways is to indicate it in terms of passenger miles for passenger traffic and net ton miles for goods traffic. These terms mean that the total number of passengers and tons of goods carried are multiplied by the number of miles over which they are moved. The following table shows the amount of traffic thus expressed carried on Class I Railways in 1933-34 as compared with the previous two years :—

Particulars.	In thousands.			
	1931-32.	1932-33.	1933-34.	Percentage of increase (+) or decrease (−) compared with 1932-33.
Passenger miles	17,339,974	16,890,772	16,384,713	−3·00
Net ton miles	17,734,697	16,632,652	18,043,937	+8·48

It will be seen that there has been a decrease in passenger miles whereas net ton miles record an appreciable increase during the year under review compared with the previous two years. The figures of net ton miles, which do not include materials and stores carried in departmental trains, *i.e.*, trains run by railways for their own purposes, represent about 97 per cent. of the total traffic carried on Indian Railways.

Service performed.—The following table shows the number of train miles run in carrying the above mentioned traffic. Passenger train miles show a decrease of 0·05 per cent. on the broad gauge and 0·52 per cent. on the metre gauge and an increase of 0·96 per cent. on the narrow gauge. The figures of goods train miles, on the other hand, show an increase of 5·34 per cent. on the broad gauge and 4·01 per cent. on the metre gauge and a decrease of 0·70 per cent. on the narrow gauge. Full details of train and engine miles of Class I Railways will be found in statement No. 17 of Volume II and that of Class II and III Railways in statement No. 37 :—

(Figures are in thousands.)

Particulars.	Class I Railways, Broad Gauge.				Class I Railways, Metre Gauge.				Class I Railways, Narrow Gauge.			
	1931-32.	1932-33.	1933-34.	Percentage of variations with 1932-33.	1931-32.	1932-33.	1933-34.	Percentage of variations with 1932-33.	1931-32.	1932-33.	1933-34.	Percentage of variations with 1932-33.
Passenger (including proportion of mixed) train miles.*	63,139	62,498	62,468	−0·05	30,444	30,354	30,196	−0·52	2,374	2,301	2,323	+0·96
Goods (including proportion of mixed) train miles.*	37,290	35,799	37,712	+5·34	18,920	18,217	18,947	+4·01	1,613	1,559	1,548	−0·70

* Includes mileage of electric locomotive trains.

In addition to the train services mentioned above a large amount of directly unproductive or " other " engine miles, *viz.*, shunting, light and

assisting, were run. This mileage was equivalent to 17 per cent. of the total engine miles including departmental. The total departmental train and engine mileage, which is also unproductive, amounted to 9,029 thousand miles, or about 5 per cent. of the total engine miles of the unproductive mileage, the largest portion being on account of shunting miles. The following table shows the proportion of shunting engine miles per 100 train miles for the last three years on the broad and metre gauges :—

Particulars.	Broad Gauge.				Metre Gauge.			
	1931-32.	1932-33.	1933-34.	Percentage of variations with 1932-33.	1931-32.	1932-33.	1933-34.	Percentage of variations with 1932-33.
Shunting miles per 100 train miles (Passenger and proportion of mixed).	5·54	5·51	5·37	—2·54	5·04	5·35	5·43	+1·50.
Shunting miles per 100 train miles (Goods and proportion of mixed).	36·4	37·0	35·8	—3·24	31·7	31·6	31·9	+0·95

Goods trains.—The average through speed of goods trains which is the average speed worked out on the total time taken by a train from start to finish of its run inclusive of stops *en route* shows an improvement, being 11·7 miles per train engine hour on the broad gauge and 11·0 on the metre gauge as compared with 11·5 and 10·8, respectively, for the previous year. The average net load of a goods train increased from 380 to 391 tons on the broad gauge and from 160 to 168 tons on the metre gauge. The final index of goods train working, *viz.*, " net ton miles per engine hour " increased from 1,827 in the previous year to 1,927 on the broad gauge and from 836 to 877 on the metre gauge.

Engines.—The work done by engines is expressed by the figure " engine miles per engine per day ". Based on the number of engines on the line, this figure shows an increase on the broad gauge from 60 to 61 and on the metre gauge from 60 to 62. Based on the number of engines in use, the number of engine miles per engine per day increased from 105 to 107 on the broad gauge and from 99 to 100 on the metre gauge. The percentage of engines under or awaiting repairs in mechanical and transportation workshops decreased from 17·6 to 16·9 on the broad gauge, while there was a slight increase on the metre gauge, *viz.*, from 13·7 to 14·3.

43. Wagon Usage.—The extent to which the available wagon stock was utilised may be expressed either in the average number of miles run per wagon per day, both loaded and empty wagons being taken into account, or in the average number of net ton miles performed by a wagon per day. It is to be noted, however, that both these statistical figures indicate the work done by the total number of wagons on railways and not by the wagons actually in use as empty wagons are also taken into account even if stabled in sidings when in excess of traffic requirements. The following table shows these two results for 1933-34 compared with the previous year :—

	Wagon miles per wagon day.		Net ton miles per wagon day.	
	1932-33.	1933-34.	1932-33.	1933-34.
Broad gauge	30·5	32·5	261	283
Metre gauge	24·0	26·5	120	134

The average percentage of unserviceable wagons in mechanical and transportation workshops and sick lines to the total number of goods wagons fell from 12·87 to 10·53 on the broad gauge and from 2·93 to 2·46 on the metre gauge.

Passenger vehicles.—Similar figures with regard to repairs of passenger vehicles show an increase from 11·21 to 11·25 on the broad gauge and from 8·41 to 8·43 on the metre gauge.

Turning to individual railways, some of the principal features of the year's transportation working are as follows :—

Bengal Nagpur Railway.—The net ton miles per engine hour advanced from 1,590 in 1932-33 to 1,782 in 1933-34. The average load of a train increased from 42·0 wagons in 1932-33 to 43·9 in 1933-34 : the average number of loaded wagons per train also increasing from 27·1 to 28·8. The net load in tons per goods train consequently improved from 370 to 403.

Bombay, Baroda and Central India Railway.—The net ton miles per engine hour advanced from 1,793 to 2,061 on the broad gauge and from 1,045 to 1,124 on the metre gauge. The wagon miles per wagon day advanced from 27·9 to 30·8 on the broad gauge and from 28·0 to 34·1 on the metre gauge.

Eastern Bengal Railway.—The shunting miles per 100 passenger train miles fell from 8·95 to 8·25 on the broad gauge and from 9·17 to 8·77 on the metre gauge and the figures per 100 goods train miles were appreciably reduced on the broad gauge, *viz.*, from 74·5 to 65·6 while there was a slight increase in the figures on the metre gauge, *viz.*, from 39·4 to 39·7. The net ton miles per wagon day advanced from 142 to 161 on the broad gauge and from 81 to 88 on the metre gauge.

East Indian Railway.—The net ton miles per engine hour increased from 2,229 to 2,333. The net ton miles per (goods) locomotive day on the line as well as in use increased from 13,624 and 25,672 to 15,147 and 27,971, respectively.

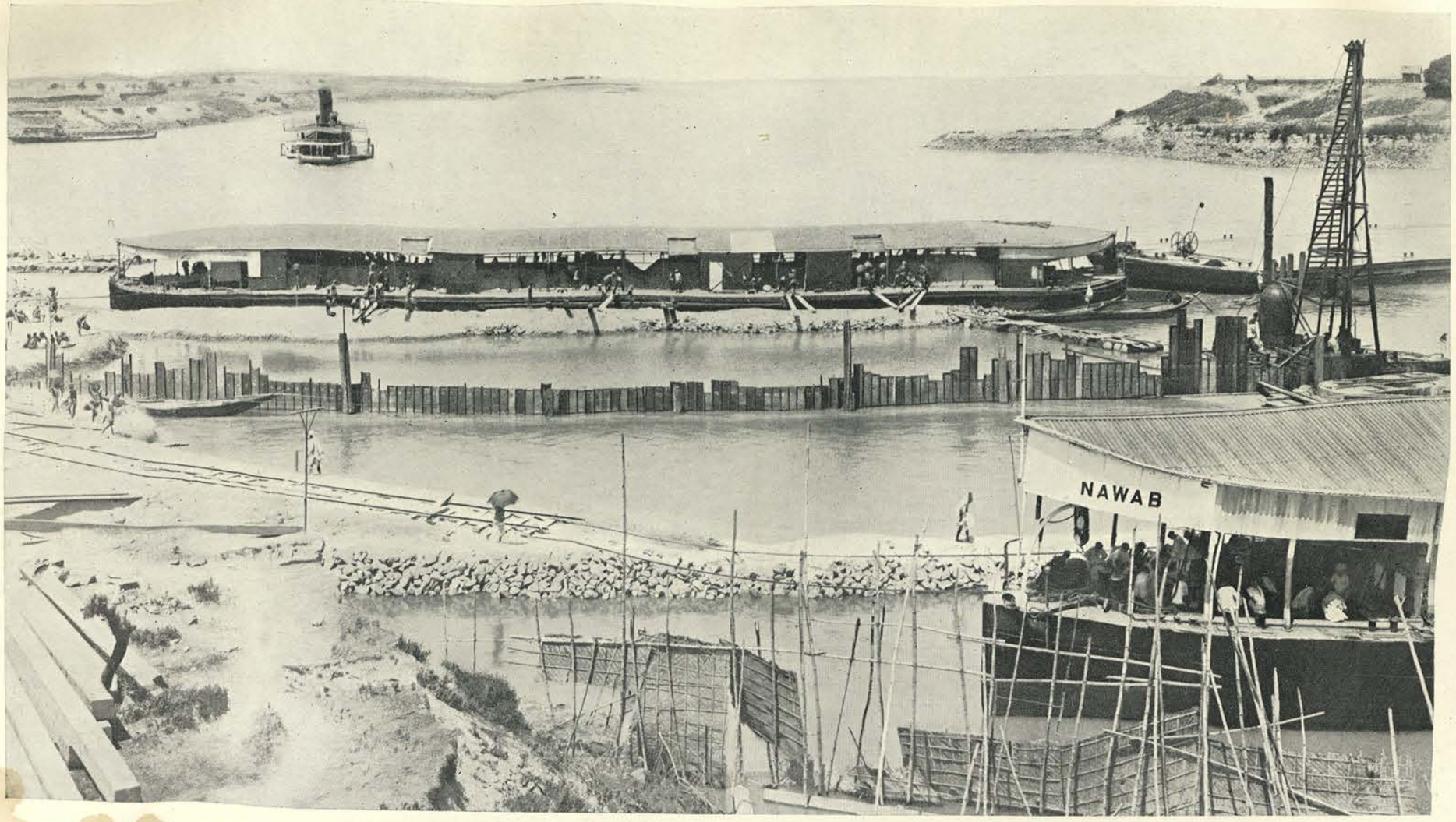
Great Indian Peninsula Railway.—The net ton miles per wagon day increased from 343 to 374 and the net ton miles per engine hour advanced from 1,927 to 2,071.

Madras and Southern Mahratta Railway.—The shunting miles per 100 passenger train miles on the broad gauge rose from 3·06 to 3·23 while the figures per 100 goods train miles were appreciably reduced, *viz.*, from 37·3 to 32·8. The net ton miles per engine hour advanced from 1,534 to 1,679 on the broad gauge and from 767 to 802 on the metre gauge.

South Indian Railway.—The net train load rose from 228 tons in 1932-33 to 236 in 1933-34 on the broad gauge and from 145 to 153 tons and 110 to 141 tons on the metre gauge sections worked by steam and electric locomotives respectively. The following table shows that there was an improvement in the net ton miles per engine hour :—

	1932-33.	1933-34.
(*a*) Including Departmental—		
Broad gauge	844	**921**
Metre gauge—		
Steam	651	**693**
Electric	596	**780**
(*b*) Excluding Departmental—		
Broad gauge	1,046	**1,102**
Metre gauge—		
Steam	793	**837**
Electric	597	**780**

44. Fuel Economy.—The results obtained from the Fuel Economy campaign during 1933-34 are illustrated in graphical form. The results are on the whole satisfactory.

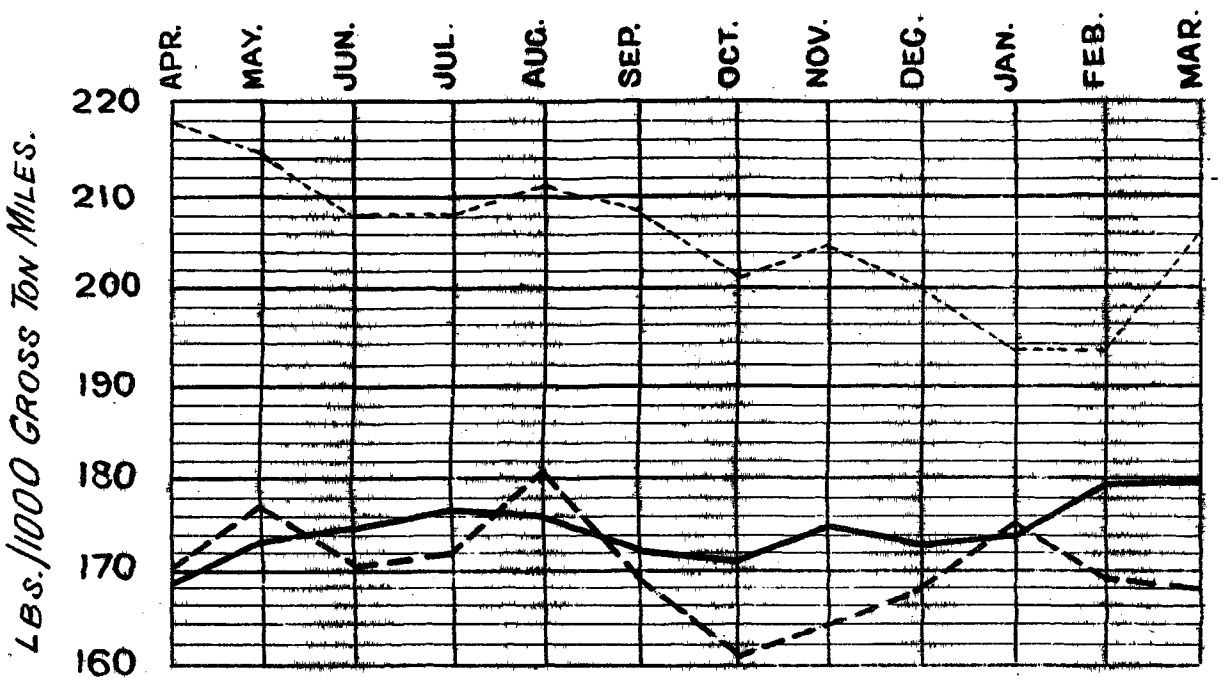


Hardinge Bridge—Construction of mole showing sheet piling seal.

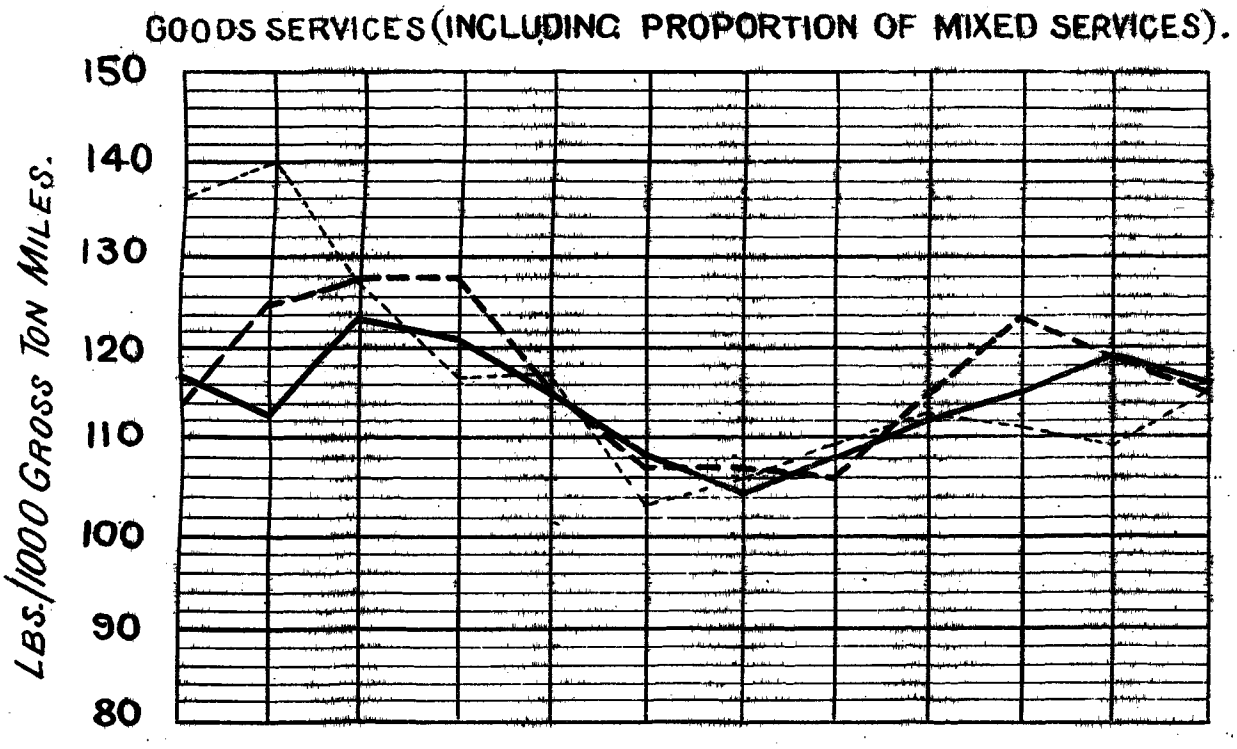
COAL CONSUMPTION.
EASTERN BENGAL RAILWAY.
5-6 GAUGE.

1926-27 ----------
1932-33 – – – – – –
1933-34 ——————

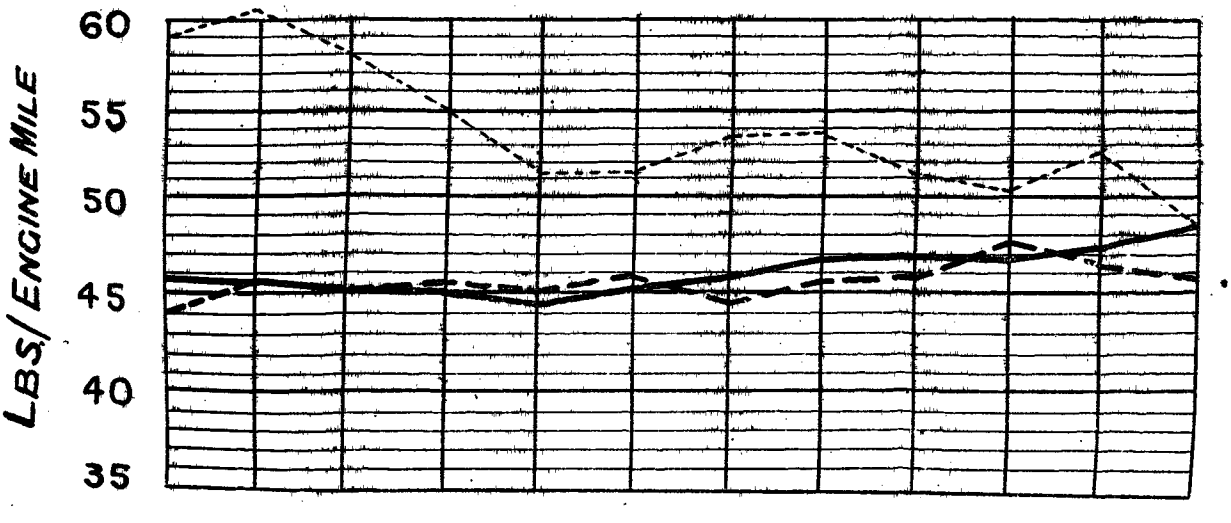
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS)



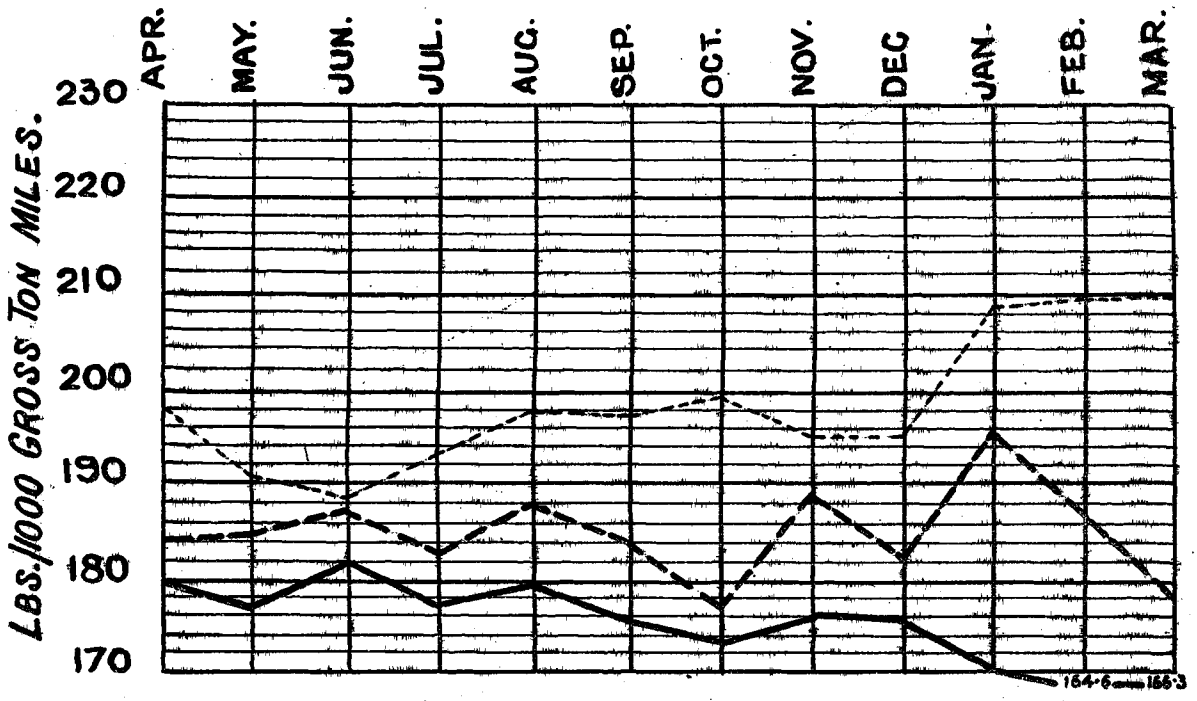
COAL CONSUMPTION.

EASTERN BENGAL RAILWAY

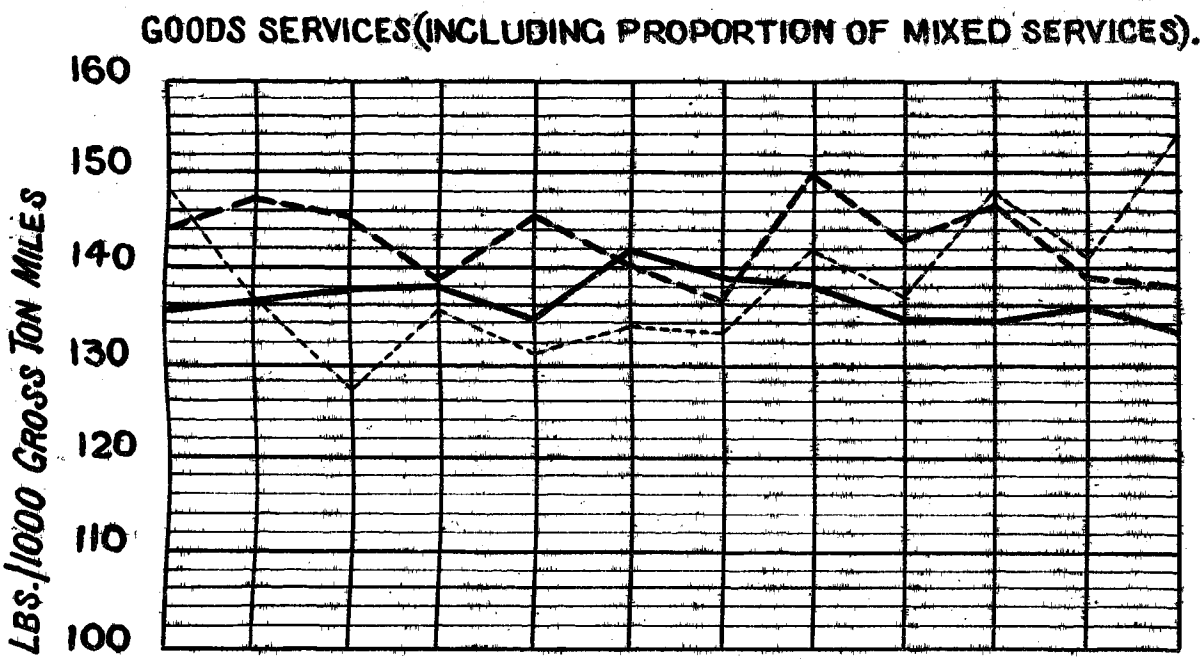
3'-3 3/8" GAUGE

1926-27 .....
1932-33 - - - - - -
1933-34 ——————

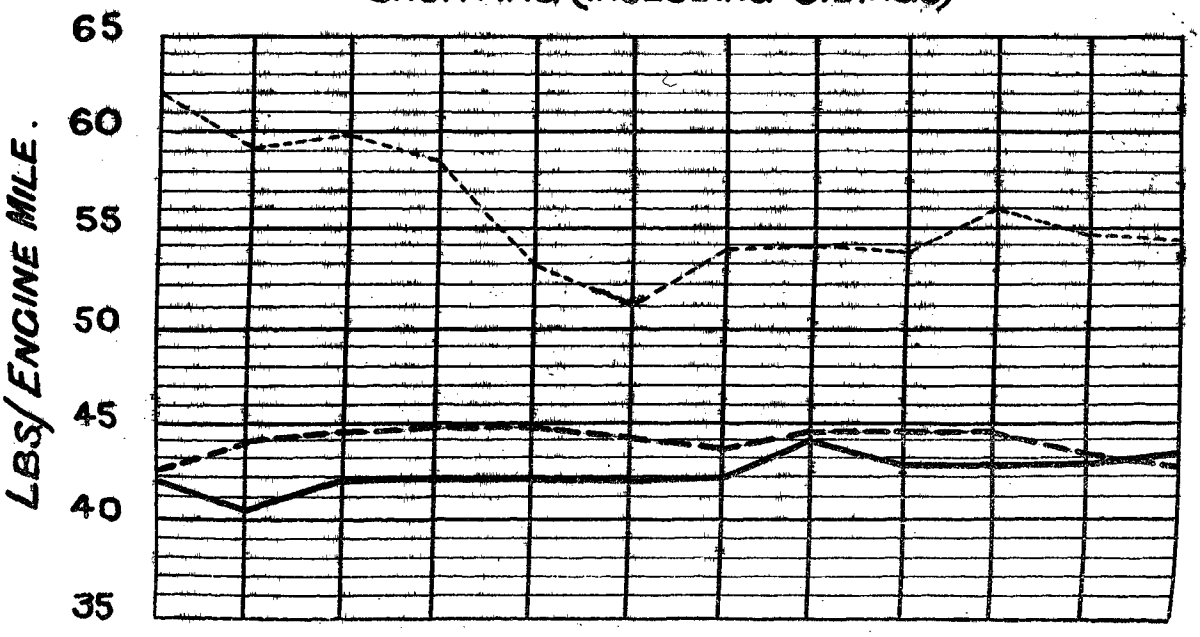
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES)



GOODS SERVICES(INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS)



COAL CONSUMPTION.

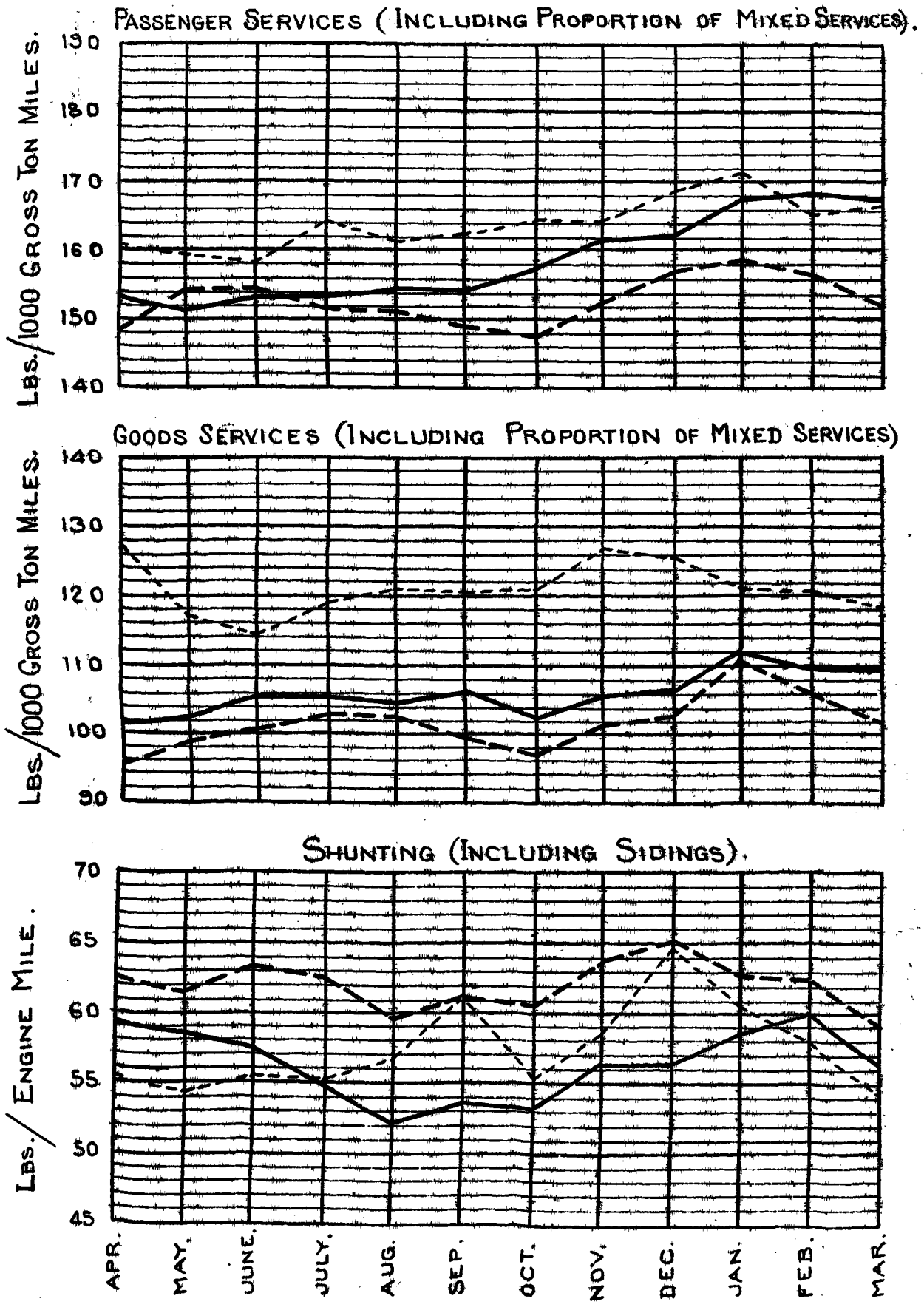
EAST INDIAN RAILWAY.

5'-6" GAUGE.

1926 - 27. ----------

1932 - 33. — — — — —

1933 - 34. ——————



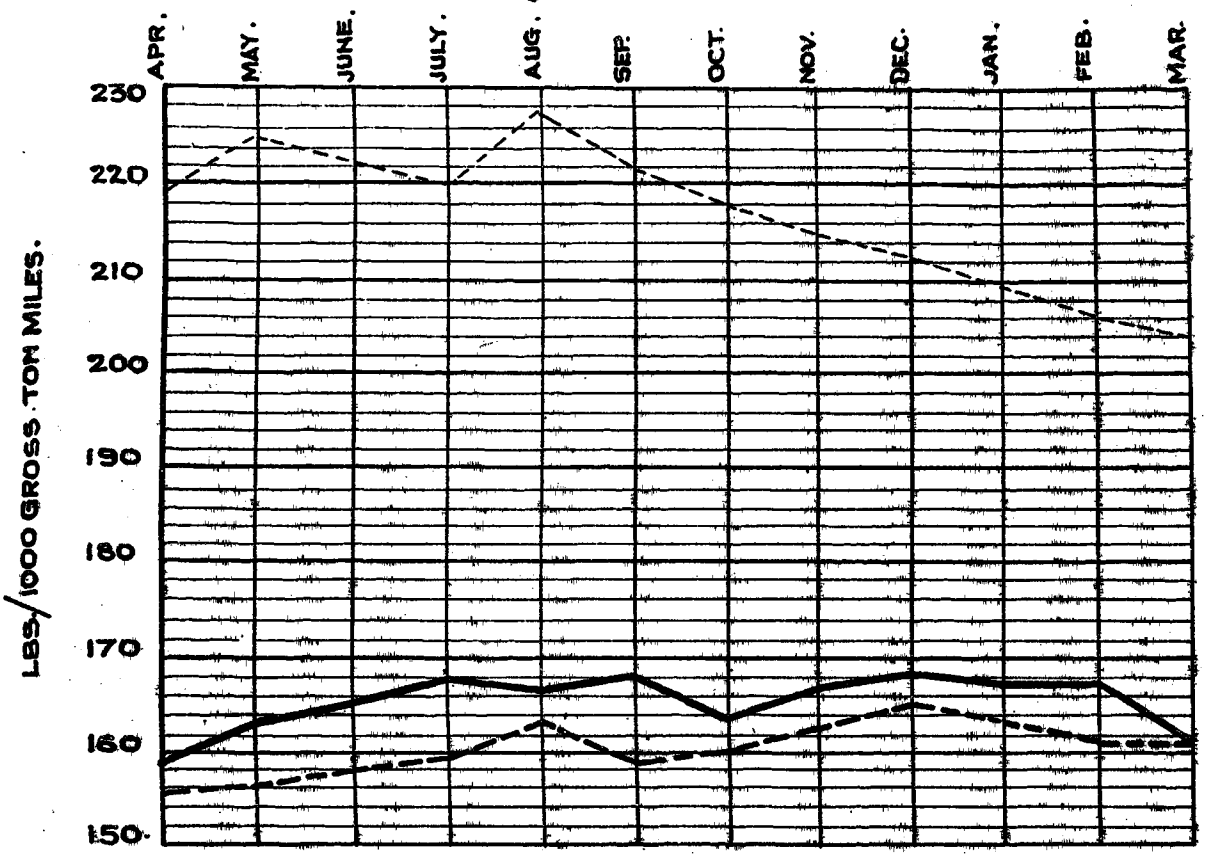
COAL CONSUMPTION.

GREAT INDIAN PENINSULA RAILWAY.

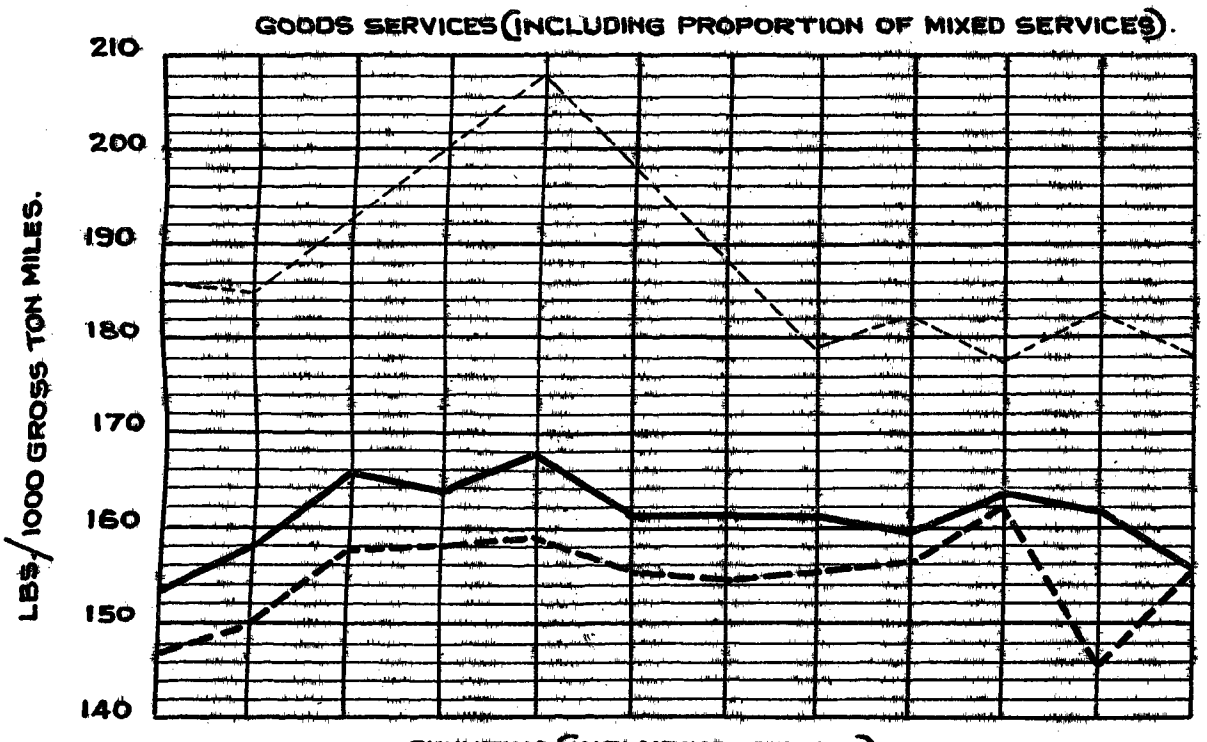
5' 6" GAUGE.

1926-27 - - - - - - 1932-33 — — — — 1933-34 ————

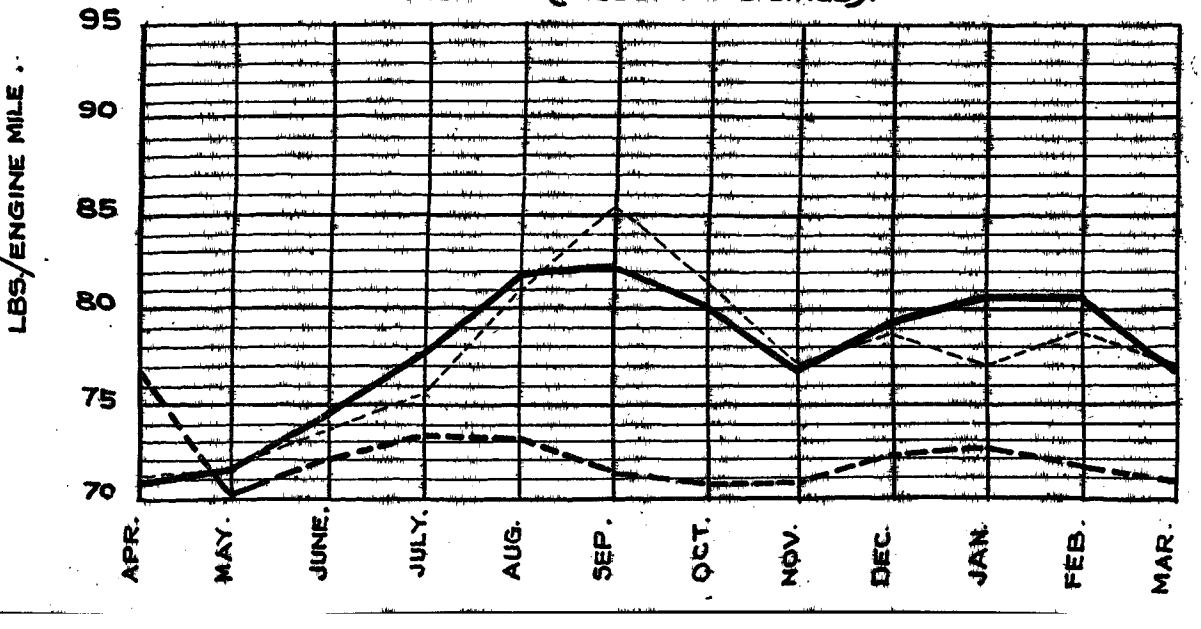
PASSENGER SERVICES. (INCLUDING PROPORTION OF MIXED SERVICES)



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES).



SHUNTING (INCLUDING SIDINGS).



COAL CONSUMPTION

NORTH WESTERN RAILWAY.

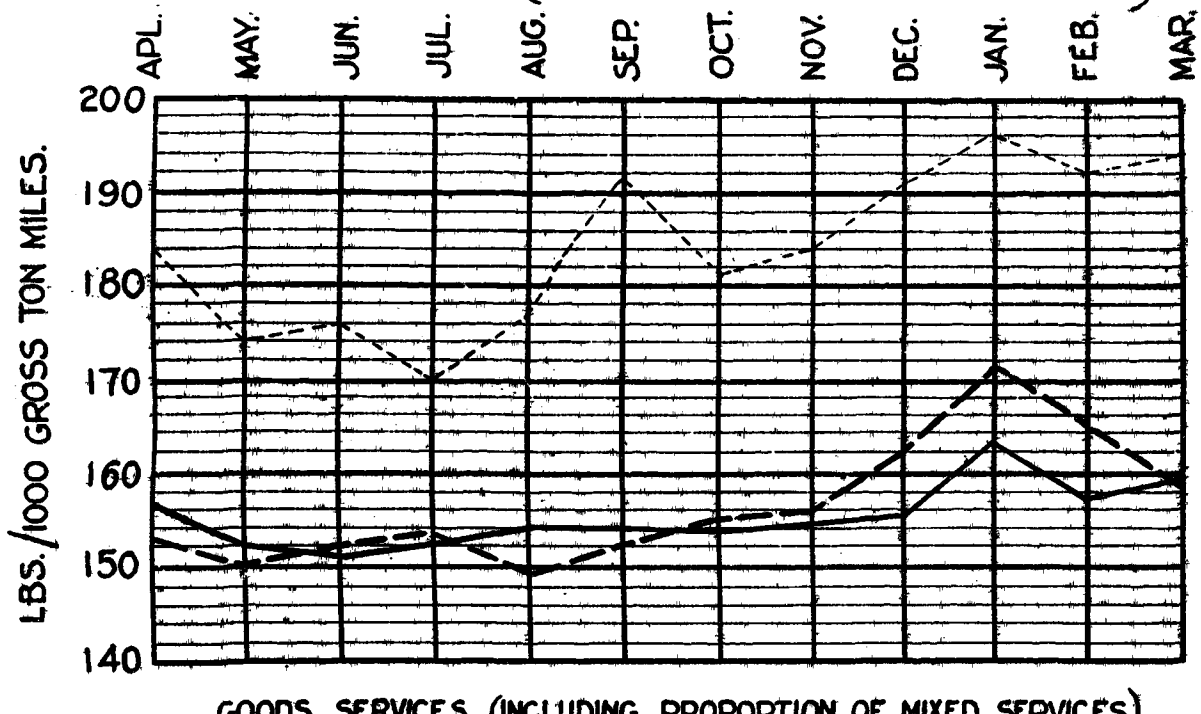
5'-6" GAUGE.

1926-27 ----------

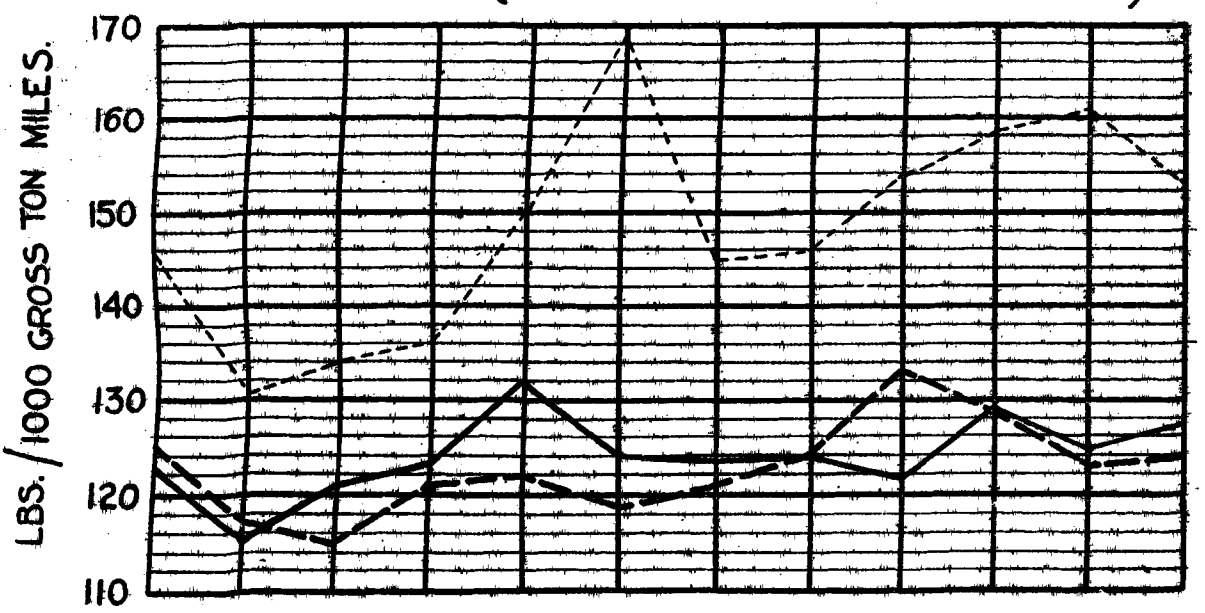
1932-33 — — — — —

1933-34 ————————

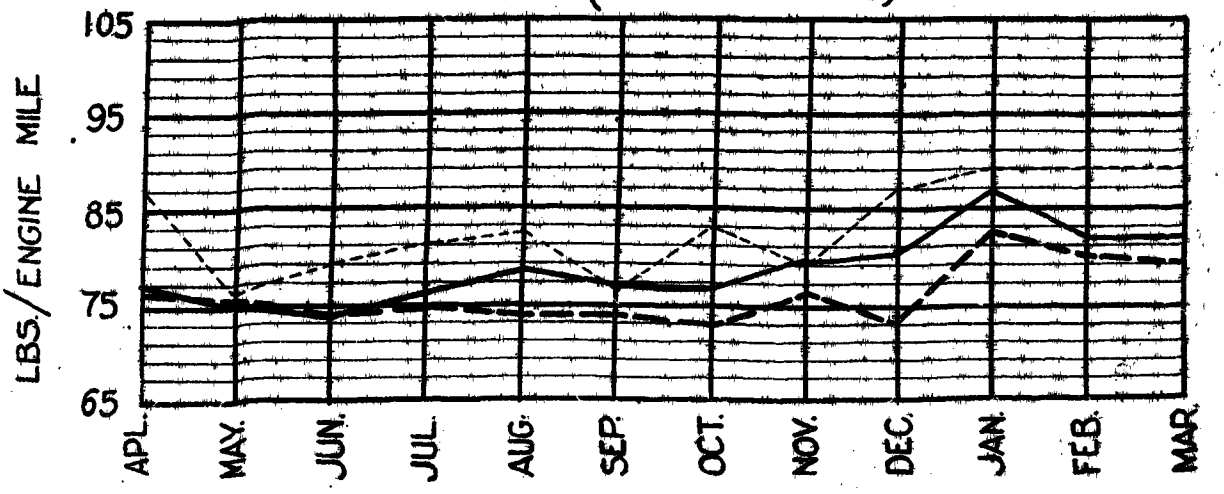
PASSENGER SERVICES (INCLUDING PROPORTION OF MIXED SERVICES)



GOODS SERVICES (INCLUDING PROPORTION OF MIXED SERVICES)



SHUNTING (INCLUDING SIDINGS)



The Fuel Economy Committee met the Fuel Officers of State-managed Railways once during the year to review the progress made and the results obtained by State-managed Railways and to initiate further measures to be adopted to economise in coal consumption.

45. Punctuality of passenger trains.—The following table shows the running of passenger trains on Class I Railways during the year under review as compared with the previous year :—

Percentage of passenger trains not losing time to total number of trains run during 1933-34 as compared with 1932-33.

—	All trains (including electric trains).	Mail and important through trains.	Mixed trains.	Suburban trains.	Other passenger trains.
Broad Gauge.					
1933-34	87·0	83·0	84·3	89·5 93·4*	84·5
1932-33	85·1	81·3	82·9	85·7 94·8*	84·3
Metre Gauge.					
1933-34	87·2	86·4	86·5	95·7 91·1*	85·2
1932-33	86·5	85·0	86·6	95·9	83·8

* Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways' electric trains.

It will be seen that on the broad gauge there has been an appreciable improvement in the punctuality of all passenger trains, except the suburban electric service which shows a slight falling off. On the metre gauge, although the percentage of mixed and suburban trains not losing time remained practically the same other passenger trains maintained a better standard of punctuality.

46. Through Mail and Express services.—The following are some of the more important changes in the running of mail and express train services made during the year under review :—

East Indian Railway.—Nos. 1 Up and 2 Down Calcutta-Delhi-Kalka Mails which were previously running *viâ* the main line were diverted *viâ* the Grand Chord in order to relieve the overcrowding in Nos. 7 Up and 8 Down Howrah-Delhi Express trains.

Nos. 5 Up and 6 Down Punjab Mails running between Moghalsarai and Lahore were extended from and to Howrah.

Great Indian Peninsula Railway.—The running of a bogie first, second and third class carriage between Bombay and Lucknow *viâ* Jhansi on Nos. 5 Down and 6 Up Punjab Mails between Bombay and Jhansi and by Nos. 601 Down and 602 Up between Jhansi and Lucknow was arranged as an experimental measure from 1st January, 1934.

47. System of Ticket Checking.—*Assam Bengal Railway.*—The line is sectionalised and several Travelling Ticket Examiners are posted to each section under a Head Ticket Examiner. The programme for each man is drawn up at Headquarters so as to provide, as far as possible, that the majority of trains come under check on each section. The bookings of Travelling Ticket Examiners are changed every ten days and reliefs are arranged to ensure that every section of the line is being checked.

Bengal and North-Western Railway.—The Travelling Ticket Checking Staff is divided into ten sections, based on important stations. There are three supervisors who move about the line to ensure the efficiency of the check.

There is one special group which is detailed, as circumstances require, to check particular areas where it is suspected that systematic fraud is prevalent. During *melas*, this group helps the regular staff at stations and on trains.

Bombay, Baroda and Central India Railway.—Tickets are checked in trains—

(1) by station staff at selected stations where trains halt sufficiently long to enable this to be done,

(2) by specially appointed travelling ticket examiners.

Each District Traffic Superintendent is responsible for making his own arrangements to ensure that additional staff on his district are utilised in the manner calculated to give most satisfactory results, having regard to local conditions.

Burma Railways.—Travelling Ticket Examiners work under the orders of the District Traffic Superintendent, the number varying according to the size of the district and the train services. Each Travelling Ticket Examiner has to check all the trains passing through his section. The railway system is further divided into three parts, on each of which operates a Flying Squad of one Travelling Ticket Inspector and two Travelling Ticket Examiners.

Eastern Bengal Railway.—The " Alternate Crew Check " arrangement previously introduced continued on the suburban sections during the year. Important and heavy trains are checked on alternate days by groups, each group consisting of a Crew-in-charge and five crewmen. Other trains are also checked on alternate days by groups, each composed of two or three men, according to the density of traffic.

On other than the suburban area, all trains are checked daily by groups each consisting of one Crew-in-charge and one crewman.

East Indian Railway.—The system of checking tickets as recommended by the Moody-Ward Committee, mention of which was made in the last year's report, continued in force.

Great Indian Peninsula Railway.—A permanent flying squad consisting of two Travelling Ticket Inspectors and eight Ticket Checkers and a scale porter is employed on the Bombay Division to travel in trains and to collect excess fares, etc. Flying Squads are also employed under the Divisional Traffic Managers, whenever this can be arranged with the staff at their disposal.

The crew system under the Divisional Traffic Manager, Nagpur, is being operated on the Bhusaval-Harda (141 miles) and Bhusaval-Badnera (136 miles) sections. Each group consists of a Foreman and a sufficient number of crewmen to allow for the allotment of one man to each coach. Tickets are checked on every train in the crew area while the train is running. A Senior Inspector of Crews stationed at Bhusaval and Crew Inspectors, each of whom has a length allotted, supervise the working of the crews.

Madras and Southern Mahratta Railway.—The travelling ticket checking staff is utilised for special checks at selected stations, and also at the larger stations where it has been the practice to withdraw temporarily the permanent checking staff and to replace them by special duty travelling staff.

A recent innovation is the authorising of Senior Inspectors of other Departments, when travelling by trains and not engaged on their legitimate duties, to check trains with the object of ascertaining if passengers hold correct tickets. Altogether 175 Inspectors have been so authorised. In the first month—*viz.*, March 1934—they detected 350 cases of passengers without tickets.

His Exalted Highness the Nizam's State Railway.—During the first three months of the year Travelling Ticket Inspectors worked individually and checked important trains daily and other trains at frequent intervals. In addition a batch of two or three Traffic Inspectors made surprise checks.

Leyland buses with English built all-metal bodies run by the railway.

From July 1933, a slightly revised programme was introduced, according to which during the first fortnight of each month every Travelling Ticket Inspector by turn checked daily all important trains on the metre gauge and other trains at frequent intervals. The broad gauge system was divided into five sections, and batches of two Travelling Ticket Inspectors were deputed to each section by rotation to make surprise checks. During the second fortnight this procedure was reversed, *i.e.*, on the broad gauge individual checks were made by Travelling Ticket Inspectors, all important trains being checked daily and other trains at frequent intervals while five batches of two Travelling Ticket Inspectors in each made surprise checks on the metre gauge system concentrating on each section by rotation. As a result of this experiment there was an increase in the number of trains checked per day and in the number of passengers detected travelling without tickets.

North Western Railway.—An organisation of special ticket examiners is formed, who work in groups of five men with one Group-in-charge. These groups are employed alternately in checking tickets at stations and on trains according to fixed programmes, and, in addition, in flying groups outside the ordinary programmes, as and when considered necessary.

A group of special ticket examiners is occasionally divided into subgroups of not less than two men on the main line sections and one man on branch line sections, but when so detailed they are still attached to and are under the supervision of their respective Group-in-charge.

All groups are permitted to collect excess fares from passengers without tickets, whether at stations or in trains.

South Indian Railway.—Travelling Ticket Examiners allotted to the districts check trains according to monthly rosters and about 70 per cent. of trains are checked daily. Three Ticket Checking Squads at headquarters are allotted to the North and South Sections on the metre gauge and to the broad gauge. Each squad is split up into three batches who check passenger tickets on as many trains as possible. In addition to the three squads there is a special Festival Squad, deputed to attend all important festivals and check trains near stations at which a festival takes place. Normally their work is similar to that of other squads.

48. Road Motor Competition.—With a view to formulate a policy for the future which would secure as far as possible co-ordinated development of road and rail transport facilities, the Government of India appointed a small technical committee last year to enquire into the extent of competition between the railway and road motor transport in the various provinces of India and to collect relevant data therefor. In pursuance of the recommendations of the Committee, which submitted its report known as the Mitchell-Kirkness Report in January, 1933, a conference was convened by the Government of India in Simla in April, 1933, which passed certain resolutions with a view to checking undesirable competition.

The Government of India have been in correspondence with local Governments as to the action to be taken to implement the resolutions adopted at the Rail-Road Conference.

49. Mela Traffic.—The fair or *mela* traffic on railways invariably calls for special arrangements to be made both at stations and in regard to the provision of special trains or the attachment of additional coaches to the regular train services. Railway Administrations also arrange to give wide publicity to these fairs by distributing notices and handbills in English and the vernacular in order to stimulate traffic. The following were some of the important *melas* necessitating careful traffic organisation :—

(1) *The Sinhast fair at Ujjain.*—This fair which takes place every 12th year was in 1933 held from the 15th April to the 15th May, when approximately 115,000 passengers travelled to Ujjain and 130,000 from Ujjain. The entire medical and sanitary arrangements at the station were under the con-

trol of the Medical Department of the Bombay, Baroda and Central India Railway.

(2) *Solar eclipse fair at Kurukshetra.*—This important *mela* was held on the 21st August. The figures of inward and outward passengers at Kurukshetra for the period 10th to 25th August 1933 compare with the figures for the corresponding period of 1932 as follows :—

	1933.	1932.
Inward	**154,941**	3,244
Outward	**108,579**	5,534

(3) *Adh Kumbh Mela.*—This was held at Hardwar from 20th March 1933 and continued during the month of April. The attendance which it was estimated would have been about 350,000 was adversely affected by rumours of an outbreak of plague at Hardwar.

The number of passengers booked to Hardwar, Jawalapur and Rikhikesh during March and April 1933 was 220,897, the earnings on the inward traffic only over the East Indian Railway amounting to approximately Rs. 2,81,250.

There was keen road motor competition particularly between Saharanpur and Hardwar but this was countered to some extent by arranging to run all special trains from the North Western Railway through to Khanalampura West, where there are no facilities for motor buses to park. The imposition by the local bodies concerned of a pilgrim tax of two annas per head on road-borne traffic entering Hardwar and Jawalapur as is levied on third class passengers carried by railway—tended to equalise the factors bearing on competitive conditions as between the railway and the road.

50. Wagon position.—During the year under review, the number of wagons were found sufficient to meet all demands except during the month of February, 1934. The number of wagons loaded recorded an increase of approximately 298,000 equivalent to 8·12 per cent. more than the number loaded in the previous year. Coal despatches were more by approximately 905,427 tons, representing an increase of 5·64 per cent. over the previous year.

51. Neutral examination of interchanged wagon stock.—The staff working under the Director of Wagon Interchange continued to examine wagons interchanged between railways at the following junctions :—

Agra Cantonment.	Khanalampura.
Ajni Nagpur.	New Delhi.
Chheoki.	Raichur.
Ghaziabad.	Waltair.

In addition to a neutral umpire appointed at Gomoh in July 1932, another at Katni Merwara was appointed at the request of the Bengal Nagpur and Great Indian Peninsula Railways from 1st February 1934.

52. Debits for damages and deficiencies.—The debits raised for deficiencies, damages and loose fittings on wagons interchanged at junctions under neutral control show a further reduction during the year as will be seen from the following figures :—

	Number of wagons interchanged.	Debit per wagon.
		Rs. A. P.
1932-33	787,001	3 7 9
1933-34	837,221	2 5 6

This decrease is chiefly due to the relaxation of certain rules regarding charges for damages not usually repaired at train examining stations.

The percentage of damaged wagons rejected at neutral junctions during the period under review represented 1·4 as compared with 1·7 in the previous year.

The test of vacuum braked wagons at neutral junctions continued during the year, and the number of wagons penalised for inoperative cylinders was 1·2 per cent. of the total interchanged as compared with 1·5 per cent. in the previous year.

53. Railway Collieries.—The output from the principal railway-owned collieries during 1933-34 compares with the previous year's output as follows :—

Colliery.	Owner.	Output (tons).	
		1932-33.	1933-34.
1. Joint Bokharo . . .	E. I. & B. N. . .	485,594	551,650
2. Joint Sawang . . .	E. I. & B. N. . .	75,531	56,097
3. Kurharbaree and Serampore .	State	550,326	604,780
4. Bhurkunda	State	148,135	103,348
5. Kargali	State	423,919	495,934
6. Argada	B. N.	195,078	197,393
7. Talcher	B. N.	18,521	51,401
8. Jarangdih	B., B. & C. I. and M. & S. M.	128,023	140,810
9. Talcher	M. & S. M. . . .	89,494	185,130
10. Kurasia	B., B. &. C. I. . .	13,792	83,477

State Railway Collieries.

Bhurkunda Colliery.—Owing to greatly restricted output, development work both underground and on the surface was stopped and raisings had to be reduced by decreasing the working days to an average of 4 per week.

All buildings, plant and machinery, and the Power House were maintained in a satisfactory condition. The supply of labour and the health of the colliery were satisfactory.

Kargali Colliery.—Development work at the pits were curtailed due to restricted output and no main headings were driven. A ventilation fan was installed at the pits and is working satisfactorily at a capacity of about 100,000 cubic feet per minute under a water gauge of ·9 inches.

All Power House and colliery machinery were maintained in a satisfactory condition. The labour supply and the general health of the community were satisfactory.

East Indian and Bengal Nagpur Joint Sawang Colliery.—No construction work has been carried out at this colliery during the year under review. The labour supply was adequate and the health of the community was good. No reportable accidents occurred during the year.

East Indian and Bengal Nagpur Joint Bokharo Colliery.—No new construction work was undertaken at this colliery during the year under review. The laying of the pipe line from the Air Compressor to the quarries has been completed. The screening plants and haulages have worked satisfactorily. The labour supply was adequate and the health of the community was good.

There were nine reported accidents during the year under review, in which nine persons were injured, one of whom, an earth-cutter died in hospital as a result of the injuries sustained by him.

Giridih Collieries.—(i) *Serampore Colliery.*—Conditions at this colliery continued to be difficult but the output has been satisfactorily maintained. Underground fires in places grew active but were successfully dealt with. The ventilation of the mine has been further improved by enlarging the area of many airways and re-inforcing separation stoppings. The underground haulage systems have worked satisfactorily.

(ii) *Kurharbaree Colliery.*—The necessary output was satisfactorily maintained. Conditions underground have been difficult but are improving. A slight ignition of fire-damp occurred in a district in No. 1 Jubilee pit on the 13th May 1933, but no one was burnt. Safety lamps were installed at once. The gas diffused immediately and there has not been a trace of it found since. This, as far as is known, is the first time fire-damp has been found at Giridih. The gallery in which it appeared is an area intersected by dykes and faults.

(iii) *By-product Coke Ovens.*—The outturn from the By-product Coke and Benzol Plant for the year was as follows :—

(1) Coke	19,972	tons	3	cwts.	0	qrs.
(2) Tar	795	,,	18	,,	0	,,
(3) Sulphate of Ammonia	214	,,	6	,,	3	,,
(4) Sulphuric Acid	273	,,	12	,,	3	,,
(5) Benzol	27,237	gallons.				
(6) Refined solvent Naptha	880	,,				
(7) Crude solvent Naptha	367	,,				

The whole plant worked satisfactorily during the year.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Jarangdih Colliery.—The output from this colliery decreased by 16,910 tons as compared with the previous year's output. This colliery is considered to have reached the revenue earning stage from 1st April 1934.

Bombay, Baroda and Central India Railway's Kurasia Colliery.—The output from this colliery increased by 69,282 tons as compared with the previous year's output. This colliery is being developed to its full capacity of 250,000 tons per annum.

Bombay, Baroda and Central India and Madras and Southern Mahratta Railways' Joint Religara and Dari Colliery.—The lease on this colliery was terminated on the 29th January 1934.

Bengal Nagpur Railway's Talcher Colliery.—The development of this colliery is still in progress and although the colliery has not been properly opened, supplies continued during the year under review and the total raisings amounted to 52,196 tons.

Coal mined in India.—In 1933 the total coal mined in the various Provinces of British India amounted to 18,160,681 tons as against 18,719,587 tons in 1932, or a decrease of 558,906 tons.

Quantity of coal despatched by rail.—The quantity of coal carried by the East Indian and Bengal Nagpur Railways was as follows :—

East Indian Railway	11,766,800 tons.
Bengal Nagpur Railway	7,171,919 ,,

Shipments of coal from Calcutta.—Shipments including bunker coal from the Port of Calcutta to Indian and Foreign Ports during 1933-34 amounted to 2,372,683 tons of which 300,060 tons were on account of Indian Railways and 140,799 tons for Ceylon Government Railways or a total of 440,859 tons as compared with 604,629 tons in 1932-33.

Tonnage of Coal inspected by the State Railway Coal Department.—The State Railway Coal Department inspected 5,974,946 tons coal during 1933-34 as compared with 5,677,166 tons in 1932-33.

Indian Coal Grading Board.—The State Railway Coal Department continued to carry out work on behalf of the Indian Coal Grading Board to various ports during the year. The amount of cargo coal shipped under the Indian Coal Grading Board to various ports during 1933 was 1,896,155 tons and inspections were carried out by this Department both at the collieries and Kidderpore Docks.

CHAPTER V.

ROLLING STOCK AND MATERIALS.

54. Additions to equipment.—During the year the following rolling stock, including arrears brought forward from previous years, was on order for broad and metre gauge railways respectively :—

Items.	*Broad Gauge.*	*Metre Gauge.*
Locomotives	18	35
Coaching Stock	264	282
Goods Stock	3,142	716

Those actually placed on the line by the end of the year were as follows :—

Items.	*Broad Gauge.*	*Metre Gauge.*
Locomotives	15	19
Coaching Stock	210	125
Goods Stock	2,600	333

55. The numbers of coaching and goods stock shown in the preceding paragraph are stated in terms of four-wheelers, a bogie being reckoned as two four-wheelers. These figures do not, however, represent the actual net additions to rolling stock as they also include stock built in replacement of existing engines and vehicles which had reached the end of their useful life.

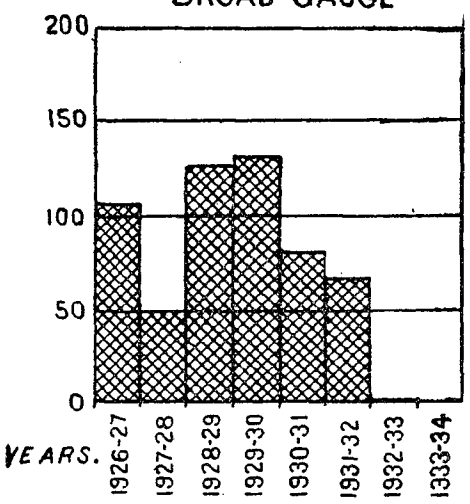
No broad or metre gauge locomotives were obtained as additions during the year. On the broad gauge 128 locomotives were scrapped during the year, of which 15 were replaced so that the number of locomotives on 31st March 1934 was 113 less than at the beginning of the year. The number of metre gauge locomotives at the end of the year was 23 less than at the beginning, 42 being scrapped during the year, 19 of which were replaced. The average tractive effort per engine rose in the course of the year from 25,045 lbs. to 25,262 lbs. on the broad gauge and from 14,707 lbs. to 14,906 lbs. on the metre gauge.

Coaching vehicles.—The number of broad gauge coaching vehicles at the end of the year was 124 less than at the beginning, due to 334 being scrapped during the year, of which 210 were replaced. On the metre gauge, the number of coaching vehicles at the end of the year was 95 less than at the beginning, 220 being scrapped during the year, of which 125 were replaced.

Wagons.—There was no addition to the number of broad and metre gauge wagons. The number of broad gauge wagons at the end of the year was 1,328 less than at the beginning, due to 3,928 being scrapped during the year of which 2,600 were replaced. On the metre gauge, the number of wagons at the end of the year was 775 less than at the beginning, 1,108 being scrapped during the year, 333 of which were replaced.

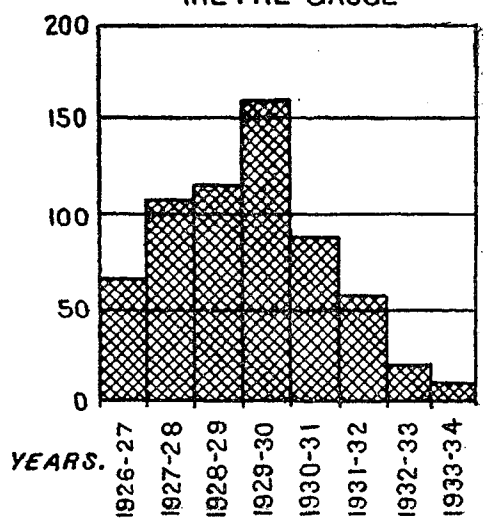
56. The graphs on the following pages show the total number of locomotives, boilers, carriages and wagons provided for in the programmes of Class I Railways during the past eight years. These figures include replacements and renewals.

(1)



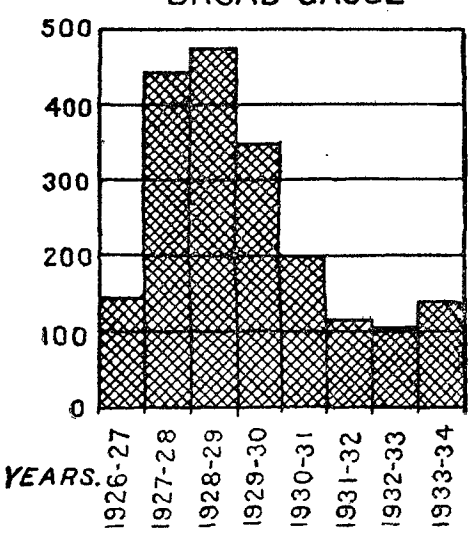
Number of locomotives provided in the rolling stock programme.

(2)



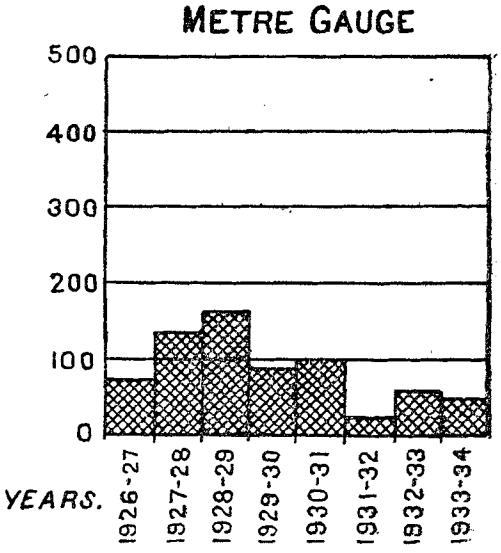
Number of locomotives provided in the rolling stock programme.

(3)



Number of boilers provided in the rolling stock programme.

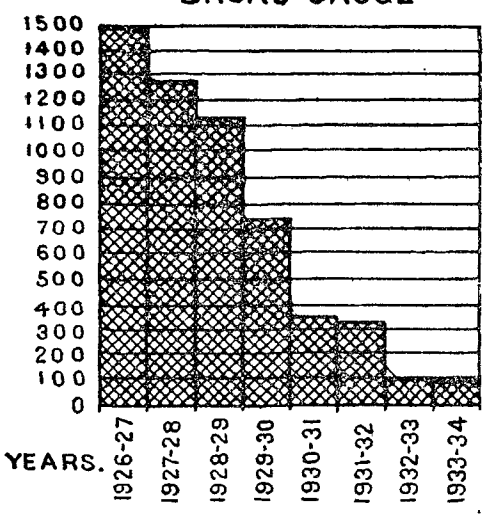
(4)



Number of boilers provided in the rolling stock programme.

(5)

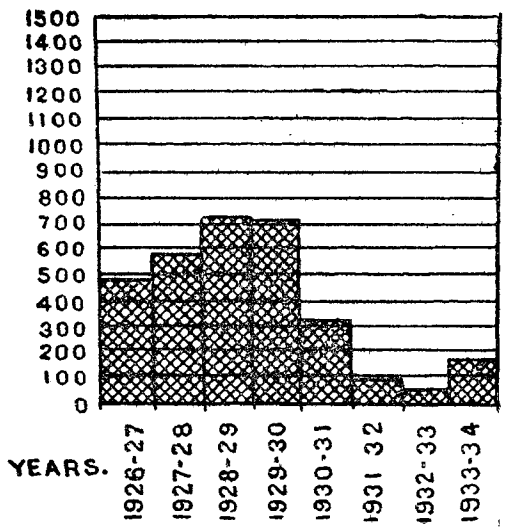
BROAD GAUGE



Number of coaching stock units provided in the rolling stock programme.

(6)

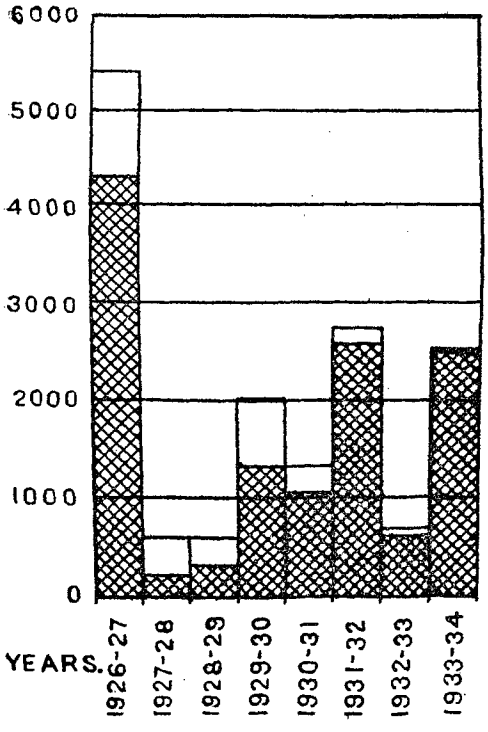
METRE GAUGE



Number of coaching stock units provided in the rolling stock programme.

(7)

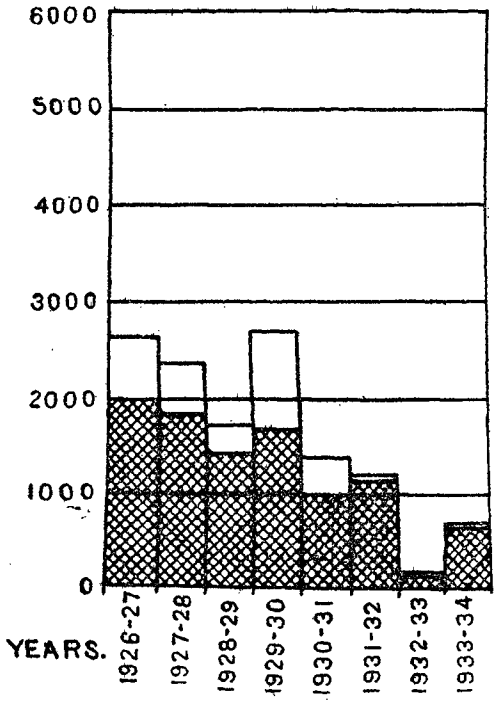
BROAD GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

(8)

METRE GAUGE



General service & other types of wagons in units provided in the rolling stock programme.

General service wagons shown thus

Other types shown thus

57. Supply of rails and fishplates from indigenous sources.—During the year under review orders amounting to approximately 38,916 tons of rails and 1,546 tons of fishplates were placed with the Tata Iron and Steel Company.

58. Development of the use of indigenous timbers for carriage building.—The total consumption of timber in Carriage and Wagon Shops was about 21,231 tons compared with 28,000 tons in 1932-33 and 29,000 tons in 1931-32. As new construction was much reduced, no less than 82 per cent. of the total timber consumed was used for repairs and miscellaneous work. It will be seen from the following figures that the proportion of indigenous timbers used has steadily risen :—

	Percentage of total.	
	Burma teak.	Indian Teak and miscellaneous timbers.
1930-31	50	50
1931-32	40	60
1932-33	36	64
1933-34	33	67

When more new coaching stock is constructed the demand for Burma teak may be expected to increase, provided the price is satisfactory.

On the East Indian Railway twenty-three bogie vehicles were constructed with kiln-seasoned timber and sent into traffic and forty-six vehicles, partly constructed of indigenous timber, passed through the shops for overhaul during the year. The timber was found to be still serviceable although in some cases shrinkage and warpage had taken place.

On the North Western Railway the use of indigenous timber was 81 per cent.

The total amount spent on timber, other than sleepers, by Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) during the year was Rs. 21·51 lakhs compared with Rs. 14·17 lakhs in 1932-33 and Rs. 37·99 lakhs in 1931-32.

59. Wooden Sleeper Purchase Organisation.—The total purchases of wooden sleepers during the last three years have been :—

	1931-32.	1932-33.	1933-34.
	(Number of sleepers in lakhs.)		
Broad gauge	21·34	12·15	12·37
Metre gauge	11·47	11·06	10·29
Narrow gauge	1·30	1·17	2·20

Demands for renewals on the broad gauge were reduced for the sake of economy and there was no new construction during the year.

The relative position of the various kinds of sleepers can be seen from the following percentages, based on the total number of sleepers in the track of Class I Railways :—

	1933-34.			
	Wood.	Cast Iron.	Steel.	Other kinds.
Broad gauge . .	44·3	38·6	16·6	0·5
Metre gauge . .	71·8	6·0	22·1	0·1

The wooden sleeper track mileage of all gauges on Class I Railways on March 31st, 1934, was 28,870 miles out of a grand total of 53,211 miles.

No wooden sleepers were imported from abroad, and very few orders for special sized sleepers were placed in Burma, unlike previous years, because the reduced requirements could be met in India at lower prices. The price of *sal* sleepers in the Eastern Group remained steady at Rs. 5-1-4 for broad gauge and Rs. 1-15-3 for metre gauge sizes.

At Dhilwan on the North Western Railway the following soft wood sleepers of coniferous trees were impregnated with a mixture of 40 per cent. creosote and 60 per cent. liquid fuel :—

	Fir.	Chir.	Kail.	Deodar.
Number of broad gauge sleepers .	64,342	147,952	6,746	...
Absorption	15·5 lbs.	15·4 lbs.	15·6 lbs.	...

The price of the treated sleepers, including all charges, were :—

	Rs. A. P.
Treated chir	5 10 5
,, fir	4 15 0
,, kail	5 5 9

The cost of treated sleepers has gone a little higher than in the previous year, owing to 2,19,040 sleepers being treated in 1933-34 against 4,03,543 in 1932-33, thereby increasing the proportion of the treating charges and also on account of the average higher price of Chir and Kail sleepers paid in 1933-34. The reduced number of sleepers treated was partly due to short deliveries against the contracts placed. It is, however, anticipated that the charges will be considerably reduced in 1934-35 as 5 to 6 lakhs of sleepers of all kinds are likely to be treated.

The sleeper treating plant at Naharkatiya, Assam Bengal Railway, had an output of 1,69,903 metre gauge sleepers. The cost of the sleeper was Rs. 2-4-0 and the treatment came to 12 annas per sleeper, total Rs. 3 as compared with Rs. 3-1-3 in the previous year.

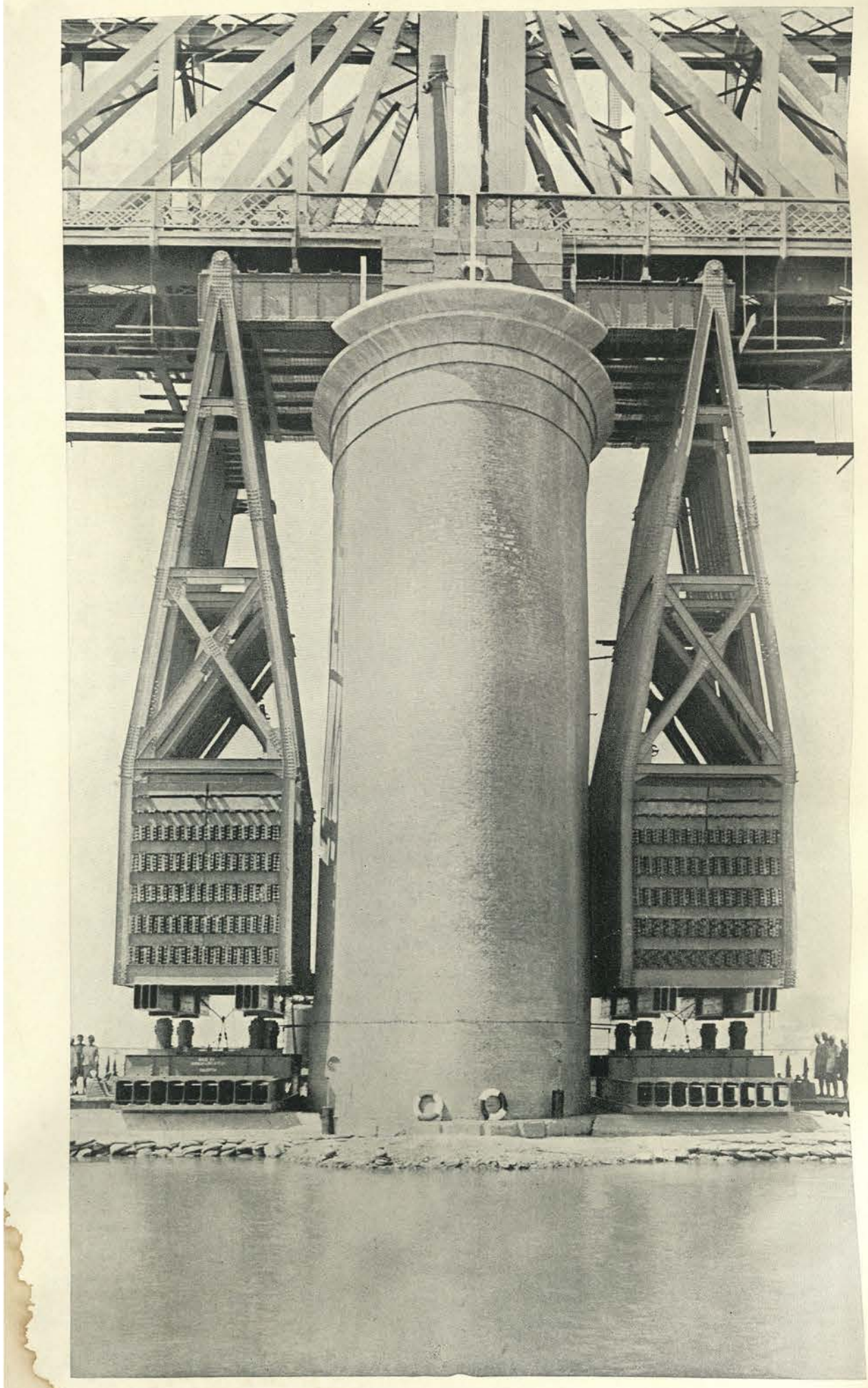
The total amount spent on wooden sleepers on Class I Railways (excluding His Exalted Highness the Nizam's State Railway and the Jodhpur Railway) was Rs. ·92 crores compared with Rs. 1·27 crores in 1932-33 and Rs. 1·59 crores in 1931-32.

The annual meeting of the Sleeper Pool Committee took place at the Railway Board's Office, New Delhi, on the 27th October 1933.

60. Value of railway materials purchased.—The value of stores purchased by Class I Railways (excluding His Exalted Highness the Nizam's State and Jodhpur Railways which are mainly the property of Indian States) shows an increase from Rs. 11·04 crores in 1932-33 to Rs. 11·97 crores in 1933-34. The principal increases, as indicated by the statement below, were under rolling stock (87 lakhs) and tools and stores (43 lakhs). Against this there were decreases under the heads electric plant (9 lakhs), workshop machinery (9 lakhs) and other materials (18 lakhs). Of the total increase of Rs. 93 lakhs, Rs. 16 lakhs were accounted for by " imported materials " and 77 lakhs by " indigenous materials ", the increase under the latter being mainly under rolling stock (66 lakhs) and tools and stores (11 lakhs).

Heading.	Value of imported materials.			Value of indigenous materials.	Total purchases 1933-34.	Total purchases 1932-33.
	Purchased direct.	Purchased through Agents in India.	Total imported materials.			
	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.	Rs. crores.
Rolling stock	0·41	0·84	1·25	0·95	2·20	1·33
Tools and stores	0·14	1·73	1·87	1·60	3·47	3·04
Permanent way	0·04	0·05	0·09	1·92	2·01	2·07
Electric plant	0·07	0·43	0·50	0·03	0·53	0·62
Building and station materials and fencing .	0·01	0·10	0·11	0·09	0·20	0·18
Bridge work	..	0·13	0·13	0·08	0·21	0·13
Workshop machinery	0·05	0·11	0·16	..	0·16	0·25
Engineer's plant	0·01	0·07	0·08	0·01	0·09	0·14
Other materials*	..	0·18	0·18	2·92	3·10	3·28
TOTAL . .	0·73	3·64	4·37	7·60	11·97	11·04

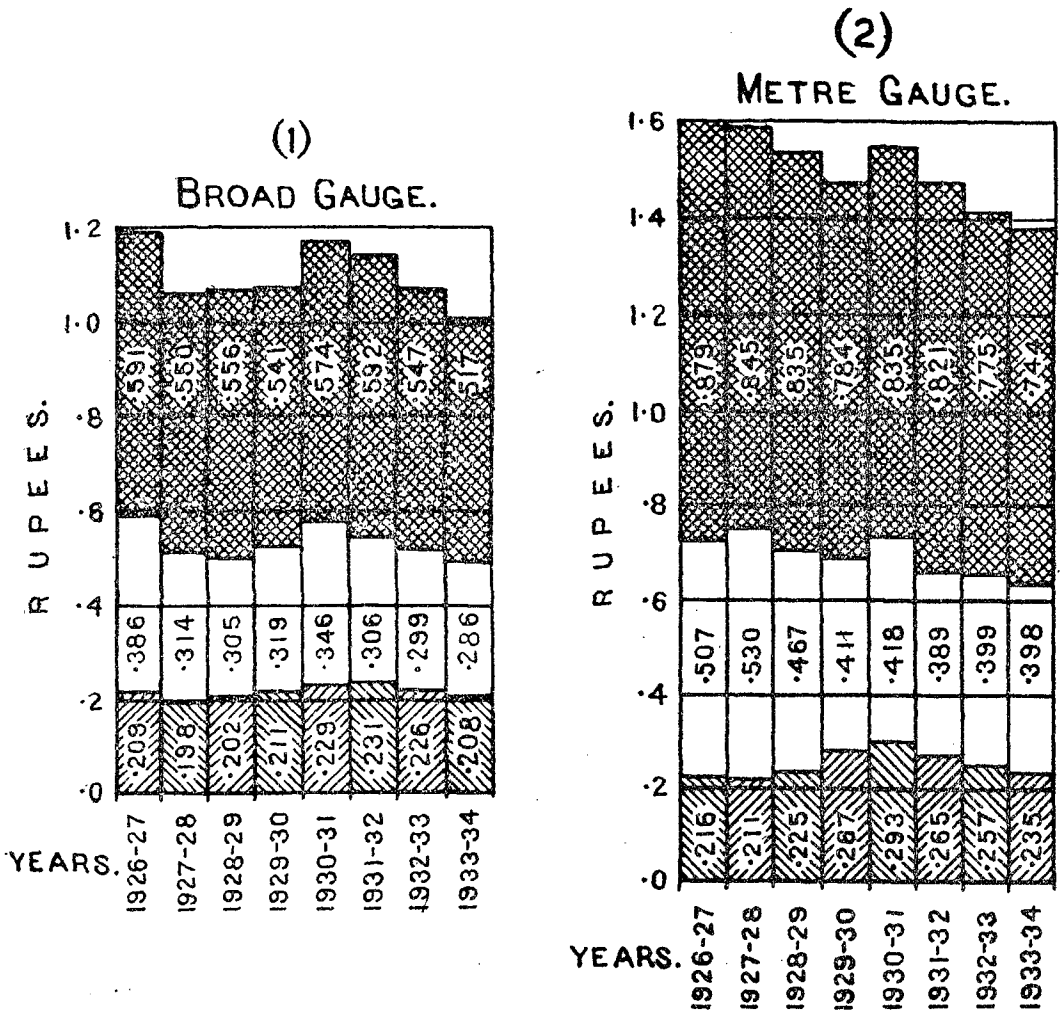
* Other materials consist of coal and coke, stone, bricks, lime and ballast, etc.



Dufferin Bridge—Testing of pier No. 3 by the application of a 2,000 tons test load.

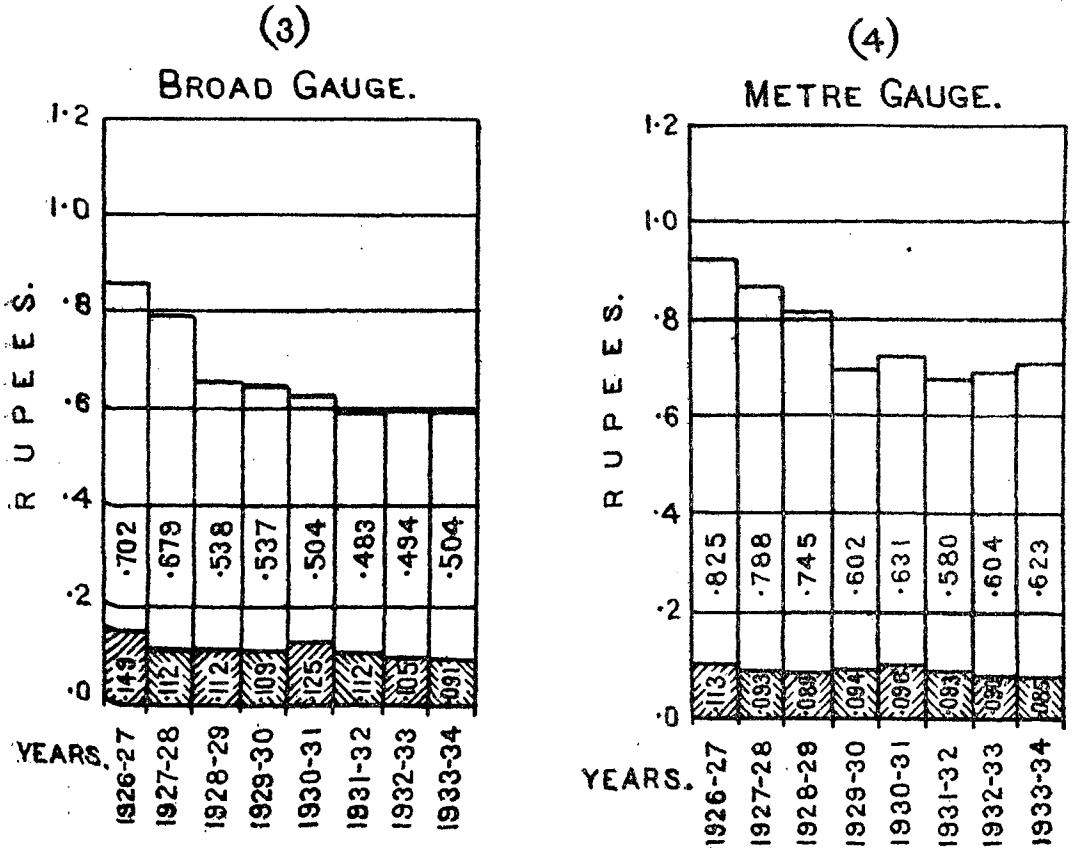
Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

COST OF MAINTENANCE AND SUPPLY OF LOCOMOTIVE POWER PER 1,000 GROSS TON MILES.



COACHING VEHICLES.

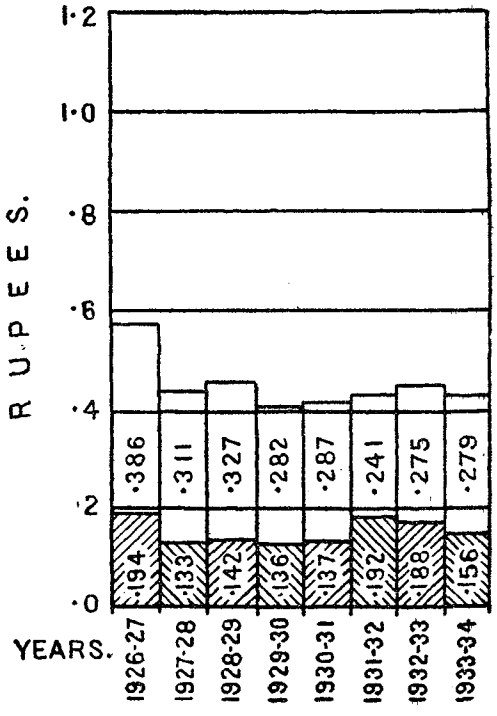
COST OF MAINTENANCE AND OPERATION OF CARRIAGE AND WAGON STOCK PER 1,000 GROSS TON MILES.



Running repairs shown thus
Workshop repairs shown thus
Operating expenses shown thus

(5)

BROAD GAUGE.

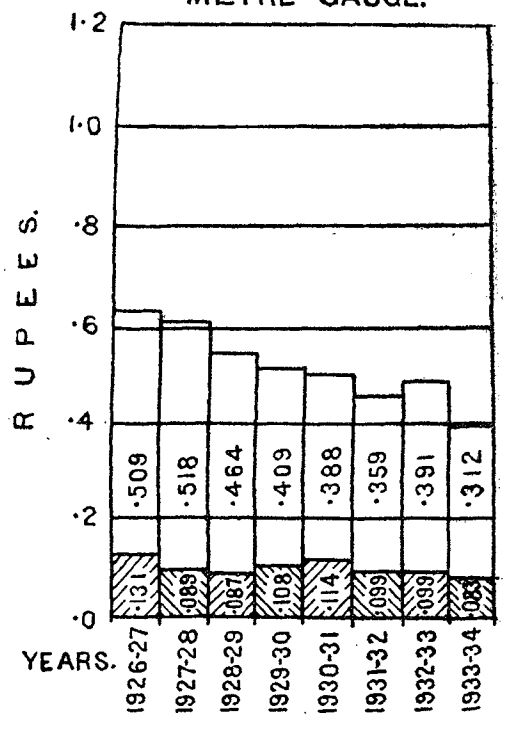


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(6)

METRE GAUGE.

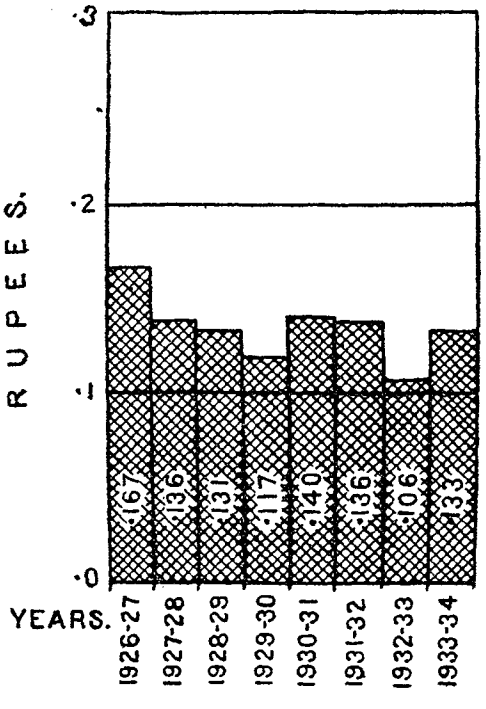


GOODS VEHICLES.

Cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles.

(7)

BROAD GAUGE.

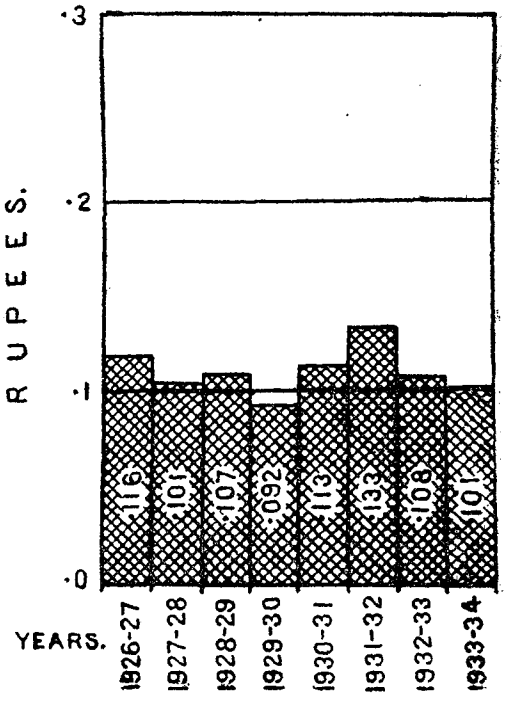


OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

(8)

METRE GAUGE.



OPERATING EXPENSES.

Cost of operation of carriage and wagon stock per 1,000 gross ton miles.

61. Purchase of Stores by railways through the Indian Stores Department.—The total value of stores purchased by railways through the agency of the Indian Stores Department during the year under review amounted to Rs. 176·06 lakhs of which Rs. 20·47 lakhs represented the value of textiles and Rs. 155·59 lakhs that of engineering, hardware and miscellaneous stores. The list of items, the purchase of which by State-managed Railways through the agency of the Indian Stores Department is obligatory, was reviewed and the following items of railway stores were added to the list, namely :—boilers (non-loco) and tubes for the same, electric welding plant, electrodes, electric cranes, air compressors, motors and control gear for driving machines (except where the motor forms a component part of a machine), gangmen's tools, superheater elements, Diesel electric locos, poles tubular for signals (where purchased without signals), point rodding (tubular or solid), leather, India rubber and canvas goods, belting of all kinds (leather, cotton, hair, rubber and balata, etc.), wire steel (mild) cloth linoleum, track tools bolts and nuts (including fishbolts and nuts), steel springs, laminated helical and valute and steel spring material, buffers and buffer parts, lavatory fittings, carriage ventilators, coat hooks, luggage racks, door fittings, window fittings, window glass, rubber buffing and draw springs, carriage rubber fittings, hand tools of all descriptions (excluding precision instruments), nails, rivets of all kinds and sizes, springs and steel spring material, glassware and glass.

The value of stores purchased by railways through the Indian Stores Department has increased from Rs. 152·77 lakhs during the previous year to Rs. 176·06 lakhs during the year under review. A comparison of the total value of stores purchased by railways during the recent years with the value of purchases made by them through the Indian Stores Department during the same period will also show that there has been a progressive increase in the percentage of the value of purchases through the Indian Stores Department to the value of total purchases by railways.

62. Cost of maintenance and supply of locomotive power and cost of maintenance and operation of carriage and wagon stock.—The results obtained during the year under review and the seven previous years in regard to the cost of maintenance and supply of locomotive power under the three major heads of accounts (running repairs, workshop repairs and operating expenses) and also of the cost of maintenance and operation of carriage and wagon stock per 1,000 gross ton miles for both broad and metre gauges of the Class I Railways in India, are reproduced in graphic form on the two preceding pages.

63. Central Standards Office.—During the year under review the Structural Branch of the Central Standards Office has standardized designs of diamonds and slips for Broad Gauge using 90 R rail section, and reports have been received of the successful trial manufacture of similar designs for Broad Gauge using 115 lbs. rail section. Stretcher bars for points Broad Gauge have been standardized. Messrs. Tatas commenced the preparation of rolls for the special sleeper section designed by the Central Standards Office for Broad Gauge Turnouts laid on steel sleepers and the detail designs of these turnouts with loose jaw and key type of rail fastening were taken in hand. Tentative drawings for ordinary track steel sleepers Broad Gauge with India Office pattern loose jaws have been issued and an order has been placed for trial of these sleepers by the North Western Railway. During the year a new design of cast iron sleeper with simplified fittings was evolved by the Central Standards Office. This has withstood the drop test and on the recommendation of the Track Standards Committee four Broad Gauge Railways have been asked to make trials of it in the road. Tentative standard 13′ 6″ over-riding switches for Metre Gauge 75 R and 60 R rail track have been issued and Railways asked to place trial orders. Broad Gauge 75 R turnouts were taken in hand.

Standard designs of plate girders were completed and standardized for spans of 10 ft.; 12 ft.; 15 ft. and 20 ft. clear for Broad Gauge M. L. and

H. M. load standards. Designs for 30 ft., 40 ft. and 60 ft. spans were taken in hand.

Preliminary investigations and tests were carried out with the assistance of the North Western Railway, Bridge Department, on 50 ft. long arc-welded lattice purlins to be incorporated in standard designs of platform roofs.

In the Mechanical Branch of the Central Standards Office detail drawings of CR and CMR types of covered wagons were prepared and issued. In addition over 500 drawings of additional underframe and wagon part drawings also coaching body part drawings were prepared and issued.

The work of the Standards Committees during the period under review is indicated in the following notes.

64. Locomotive Standards Committee.—During the year the Locomotive Standards Committee met once in February 1934.

At this meeting the Committee examined and approved the design of the proposed Metre Gauge 3,600 gallon tender, suggesting certain detail modifications be incorporated. The Committee also considered the report submitted by the Madras and Southern Mahratta Railway on the performance of the YK type locomotive. A large number of minor modifications necessitated by experience of the standard locomotives in operation were dealt with and to meet the particular requirements of individual administrations, additional items were recommended for inclusion in the list of permissible alternatives.

65. Carriage and Wagon Standards Committee.—The Carriage and Wagon Standards Committee met once during the year in November 1933.

At this meeting the Committee dealt with a number of minor modifications found necessary in operation, to the running gear and carriage and wagon bodies. The design of carriage and wagon axleboxes was thoroughly considered and recommendations were made which it is hoped will reduce the number of breakages of axleboxes now experienced on the Broad Gauge Railways. The Committee examined and approved, subject to minor modifications, the drawings of the new CR and CMR type wagons prepared by the Central Standards Office, also drawings of inspection gauges for carriage and wagon fittings and made recommendations for gauges for further details.

The report on the standardization of electrical equipment and specifications for electrical equipment submitted by the Electrical Sub-Committee was considered and approved.

66. Bridge Standards Committee.—During the year 1933-34 a meeting of the Committee was held at Delhi in January.

The Committee recommended and the Railway Board accepted the British Standards Institutions' Specification of Standard Welding Nomenclature, and it was agreed that the North Western Railway continue with testing work in connection with the application of welding to bridges which would give a basis for more detailed instructions for the future.

Certain clauses of the Bridge Rules, 1933 were revised in the light of remarks received since their issue, and on the results of further experiments on tractive and braking forces on bridges and longitudinal stiffness of track made by the North Western Railway an additional rule was framed for the purpose of relaxation for dispersion of these forces for existing bridges.

An important subject discussed was the adoption of High Tensile Steel for bridges; the Railway Board accepting the provisional specification for such steel as drafted by the Committee as a basis for a tentative specification. Further the Committee discussed the possible economic utilization of High Tensile rolled steel beams for small joist spans, and recommended that this be examined by the Central Standards Office.

The Committee also recorded their opinion as to the most suitable types of reinforced concrete slab tops for small bridges, and modified the tentative

Indian Railway Standard Specification B 1 and B 3 for bridge work and steel structures in the light of various remarks received prior to their being finally adopted and issued.

67. Track Standards Committee.—A meeting of the Committee was convened in March and one of the most important recommendations accepted by the Railway Board was the reduction of the amount of the ramping of wing rails of crossings which was based on actual measurement of worn crossings in the track.

The present length of standard fishplates was considered with regard to both economy and efficiency and the Committee basing their recommendations on extensive experimental data from American Railways, recorded that no change in the length of the present fishplates is justifiable.

In considering the results of the Dynamometer Car trials regarding the question whether gauge widening on curves up to 5 degrees is necessary the Committee deferred their recommendations pending further experimental data.

Two types of Cast Iron plate sleepers, *viz.*, the East Indian Railway type and the design evolved by the Central Standards Office were considered; the former was accepted as an approved type and trials of the latter were recommended.

The Committee considered that in the absence of any improved heel joint design which is both cheap and satisfactory the existing type as shown on the Standard designs should continue to be used. They also recorded that over-riding switches continued to prove satisfactory, and that no change should be made in the present designs until some definite defect has been found.

They recommend minor modifications to the diamonds and slips designed by the Central Standards Office and recorded their discussion on the following :—

(1) Morgan type of fishplate.
(2) Brown Bayley's spring washers for fishbolts.
(3) Rail bound manganese steel crossings.
(4) Guest Keen and Nettlefields composite steel sleeper.
(5) Messrs. Henry Williams saddle plate steel sleepers.
(6) Chrome steel for points and crossings.

68. Signalling and Interlocking Standards Committee.—The Committee met in Delhi in November-December after having inspected the double wire system of working which has been installed for some years at a number of stations on the Assam Bengal Railway and recorded their opinion whether this system could be accepted as safe, reliable and efficient for standard (iii) unrestricted speed or alternatively for standard (ii) speed restricted to 40 miles per hour. They also inspected the Assam Bengal Railway Point Lock and recorded their recommendations.

Specifications for standard Magneto Wall Telephones and electric cables for railway signalling was discussed and modification for the following specifications were recommended in the light of remarks received from various sources :—

(1) I. R. S. S1-30 for galvanized solid steel wire for signalling purposes.

(2) I. R. S. S7-32 for Roundels, glasses and lenses.

(3) I. R. S. S10-32 for signalling and interlocking fittings.

Criticisms of the Manual of Instructions for the Installation and Maintenance of Block Signalling Apparatus and additions to Rule 237 in Chapter X of the General Rules for all Open Lines of Railways in British India were also subjects of discussion.

The Committee's final recommendations regarding the three standards of signalling and interlocking equipment to be adopted at stations for :—

(1) 25 miles per hour,

(2) 40 miles per hour,

(3) Unrestricted speed,

were accepted by the Railway Board.

The provision of lights to be displayed at level-crossing to the road as well as to the railway as a signal to an engine driver received prolonged attention and the Committee's views were circulated to all Railway Administrations.

Proposals for Tubular steel signal posts were examined by the Committee.

CHAPTER VI.

STAFF.

69. Number of staff.—The total number of employees on all Indian Railways and in the office of the Railway Board and other offices subordinate thereto (excluding staff employed on construction) at the end of the year 1933-34 was 701,362 as compared with 710,512* at the end of 1932-33. The total route mileage at the end of the year was 42,953. The following table shows the number of employees by communities on the 31st March 1933 and 1934. A similar statement showing details by railways is given as Appendix C of Volume II of the Report by the Railway Board on Indian Railways for 1933-34.

Date.	Europeans.	Indians.							Grand Total.
		Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
31st March, 1933 .	4,314*	504,282*	153,089*	13,089*	8,601*	15,602*	11,535*	706,198*	710,512*
31st March, 1934 .	3,906	497,505	151,625	12,844	8,339	16,167	10,976	697,456	701,362

* Represents revised figures due to minor corrections made in the figures published last year.

70. Cost of staff.—The following statement shows the number and cost of all staff, superior and subordinate (including labourers), permanent and temporary, open line and construction, employed on Class I Railways during the years 1932-33 and 1933-34. Contractors' labour is not included.

Railway Systems.	Year.	Number of staff on 31st March. Open line. Gazetted Officers.	Open line. Non-gazetted employees.	Open line. Total.	Construction. Gazetted Officers.	Construction. Non-gazetted employees.	Construction. Total.	Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	Cost of staff. Gazetted Officers.	Cost of staff. Non-gazetted employees.	Cost of staff. Total.	Total including staff on loan from the Indian Audit and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Assam Bengal .	1933	72	15,523	15,595	*Nil*	1	1	..	10,78,812	62,89,866	73,68,678	73,68,678
	1934	67	16,341	16,408	*Nil*	1	1	..	11,19,427	63,94,599	75,14,026	75,14,026
Bengal and North-Western.	1933	70	26,385*	26,455*	*Nil*	*Nil*	*Nil*	..	11,37,522	67,04,400	78,41,922	78,41,922
	1934	72	26,725	26,797	*Nil*	*Nil*	*Nil*	..	10,89,917	68,88,081	79,77,998	79,77,998
Bengal Nagpur .	1933	199*	64,276	64,475*	*Nil*	12	12	..	29,94,834*	2,84,38,333*	3,14,33,167*	3,14,33,167
	1934	194	64,681	64,875	*Nil*	*Nil*	*Nil*	..	31,50,537	2,80,17,584	3,11,68,121	3,11,68,121
Bombay, Baroda and Central India.	1933	172	66,599	66,771	2	208	210	..	27,94,829	3,71,52,633	3,99,47,462	3,99,47,462
	1934	169	63,793	63,962	2	191	193	..	29,72,875	3,77,57,144	4,07,30,019	4,07,30,019

NOTE 1.—* Represents revised figures for 1932-33 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

Railway Systems.	Year.	NUMBER OF STAFF ON 31ST MARCH.						Gazetted Officers on loan from the Indian Audit and Accounts Service (Deptt.).	COST OF STAFF.			
		OPEN LINE.			CONSTRUCTION.							
		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Gazetted Officers.	Non-gazetted employees.	TOTAL.		Gazetted Officers.	Non-gazetted employees.	TOTAL.	Total including staff on loan from the Indian *Audit* and Accounts Service (Deptt.).
1	2	3	4	5	6	7	8	9	10	11	12	13
									Rs.	Rs.	Rs.	Rs.
Burma . .	1933	100	24,529*	24,629*	3	87	90	2	16,58,823*	1,22,73,390	1,39,32,213*	1,39,78,612
	1934	100	24,429	24,529	2	62	64	1	16,90,353	1,22,48,529	1,39,38,882	1,39,79,628
Eastern Bengal .	1933	129*	45,700	45,829*	2	1,196	1,198	6	20,56,562*	2,21,36,108*	2,41,92,670*	2,42,41,122
	1934	116	48,590	48,706	*Nil*	7	7	5	20,60,252	2,17,70,953	2,38,31,205	2,38,78,549
East Indian .	1933	318	123,615	123,933	1	458	459	2	47,54,217*	5,24,68,559	5,72,22,776*	5,72,46,776
	1934	307	121,329	121,636	*Nil*	48	48	4	46,06,039	5,22,36,349	5,68,42,388	5,68,90,388
Great Indian Peninsula.	1933	216*	86,270	86,486*	*Nil*	*Nil*	*Nil*	3	43,29,767*	4,44,57,804	4,87,87,571*	4,88,41,620
	1934	212	83,436	83,648	*Nil*	*Nil*	*Nil*	3	49,03,225	4,36,77,554	4,85,80,779	4,86,34,528
Jodhpur . .	1933	20*	6,702	6,722*	*Nil*	10	10	1	3,03,925*	22,49,809	25,53,734*	25,83,734
	1934	20	6,799	6,819	1	21	22	1	3,32,528	22,88,053	26,20,581	26,50,581
Madras and Southern Mahratta.	1933	147	50,726	50,873	1	375	376	..	22,26,714	2,15,50,908	2,37,77,622	2,37,77,622
	1934	142	49,492	49,634	*Nil*	236	236	..	24,57,754	2,27,31,128	2,51,88,882	2,51,88,882
Nizam's State .	1933	52	16,044	16,096	3	946	949	..	10,36,803*	59,52,277*	69,89,080*	69,89,080
	1934	59	16,697	16,756	1	96	97	..	10,13,190	60,84,897	70,98,087	70,98,087
North Western .	1933	266	107,929*	108,195*	1	23	24	12	41,42,858*	5,50,19,316*	5,91,62,174*	5,93,21,658
	1934	267	102,266	102,533	*Nil*	10	10	5	43,39,527	5,59,59,435	6,02,98,762	6,04,52,206
Rohilkund and Kumaon.	1933	15	5,367	5,382	*Nil*	*Nil*	*Nil*	..	2,16,526	15,11,265	17,27,791	17,27,791
	1934	15	5,447	5,462	*Nil*	*Nil*	*Nil*	..	2,54,992	14,98,178	17,53,170	17,53,170
South Indian .	1933	131	36,448	36,579	3	449	452	..	20,81,965*	1,65,51,151*	1,86,33,116*	1,86,33,116
	1934	128	35,393	35,521	4	484	488	..	20,79,955	1,64,68,579	1,85,48,534	1,85,48,534
TOTAL .	1933	1,907*	676,113*	678,020*	16	3,765	3,781	26	3,08,14,157*	31,27,55,819*	34,35,69,976*	34,39,32,430
	1934	1,868	665,418	667,286	10	1,156	1,166	19	3,20,70,371	31,40,21,063	34,60,91,434	34,64,65,007

NOTE 1.—*Represents revised figures for 1932-33 due to changes made by the railway administrations in the figures published last year.

NOTE 2.—The figures of cost include the salaries and wages of staff, bonus contributions to the provident fund, gratuities, overtime allowances and all other allowances which are of the nature of extra pay and which are not granted to meet some definite expense incurred in the performance of duty, such as travelling allowance.

The above statement shows that the total number of staff on open line on 31st March 1934 was less by 10,734 than on 31st March 1933, while the total number of staff on construction was less by 2,615 and the staff on loan from the Indian Audit and Accounts Service was less by 7. The increase in the total cost of staff including staff on loan from the Indian Audit and Accounts Service during the year 1933-34 as compared with the preceding year was Rs. 25,32,577. The increase in the cost of staff on the Bombay, Baroda and Central India, Madras and Southern Mahratta and North Western Railways is due to the partial restoration of the wage cut.

71. Indianisation.—*State-managed Railways.*—The following table gives a summary of the permanent recruitment made for gazetted ranks in the various departments on State-managed Railways during the year under review :—

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
								Europeans.	Indians.						
									Hindus.	Muslims.	Anglo-Indians and Europeans domiciled.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6 (a)	7 (a)	8	9	10	11	12	13	14	15	16
1. Agency	..	1	2	3	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	15	9	19	..	43	43	..	..	..	..	..	..	..	..	..
4. Transportation (Traffic) and Commercial.	10	1	18	..	29	29	..	..	..	..	..	..	..	..	..
5. Transportation (Power) and Mechanical Engineering.	5	3	5	..	13	13	..	..	..	..	..	..	..	..	..
6. Stores Department.	6	..	..	..	6	6	..	..	..	..	..	..	..	..	..
7. Other Departments.	7	2	2	1	10	10	..	..	..	..	..	..	..	..	..
8. Total 1933-34 .	45	16	46	4	103	103	..	..	..	..	..	..	..	..	..
8. Total 1932-33 .	7	6	49	2	60	45	15	4	2	1	3	..	1	..	7
9. Percentage of Europeans to number of vacancies filled—															
1933-34 . .							..								
1932-33 . .							36·4								
10. Percentage of Indians to number of vacancies filled—															
1933-34 . .							..								
1932-33 . .							63·6								

(a) See note 3.

NOTE 1.—It is usual to publish this statement in two parts, one showing the permanent vacancies, and the other the total vacancies, whether permanent or temporary, filled during the year. As during the year under report no temporary appointments were made, the statement is published in one part.

NOTE 2.—Since the primary object of this statement is to show the number of vacancies and how they were filled, an officer whose recruitment was arranged for during a particular year has been regarded as having been appointed during that year, even if he happened to join during the ensuing year.

NOTE 3.—As a result of a number of posts being abolished during the years 1931-32 and 1932-33 there was an excess of officers in certain departments and consequently some of the vacancies to be filled during the year were taken as a set off against the excess.

72. It will be noticed from the statement that during the year no appointments were made in the gazetted ranks on State-managed railways, mainly on account of financial stringency and excess of officers in certain departments in consequence of abolition of a number of posts during the years 1931-32 and 1932-33.

73. *Company-managed Railways.*—The following tables give a summary of the recruitment made for the superior services on Company-managed Railways during the year under review: Part I relates to permanent appointments and Part II includes both permanent and temporary appointments. A detailed statement by individual railways will be found in Appendix G of this report.

PART I.

Statement showing the number of PERMANENT vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1933-34.

Department.		No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
										Indians.							
									Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency		4	2	..	2	4	4	—1	..	..	..	—1	..	..	..	—1
2. Accounts		3	..	5	..	8	4	4	1	2	..	..	..	..	1	3
3. Engineering		22	1	12	4	31	18	10	4	3	3	..	..	..	..	6
4. Transportation (Traffic) and Commercial.		10	..	9	..	19	11	6	2	2	1	..	..	1	..	4
5. Mechanical		5	..	6	1	10	5	5	3	1	..	..	..	..	1	2
6. Stores Department		1	..	1	..	2	1	1	..	1	..	..	..	..	..	1
7. Other Departments		2	2	3	..	7	4	2	1	1	..	..	..	..	..	1
8. Total	1933-34	47	5	36	7	81	†47	27	11	10	4	—1	..	1	2	16
	1932-33	46	6	39	12	79	*47	26	15	6	1	3	..	1	..	11
9. Percentage of Europeans to number of vacancies filled.	1933-34							40·7								
	1932-33							57·7								
10. Percentage of Indians to number of vacancies filled.	1933-34							59·3								
	1932-33							42·3								

PART II.

Statement showing the TOTAL number of vacancies filled in the Superior establishments on (Class I) Company-managed Railways, excluding His Exalted Highness the Nizam's State and Jodhpur Railways during 1933-34.

Department.		No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
										Indians.							
									Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1. Agency		4	2	..	3	3	4	—1	..	..	..	—1	..	..	..	—1
2. Accounts		3	..	5	..	8	4	4	1	2	..	..	..	..	1	3
3. Engineering		23	2	12	8	29	19	10	4	3	3	..	..	..	..	6
4. Transportation (Traffic) and Commercial.		10	..	9	..	19	11	8	2	3	1	1	..	1	..	6
5. Mechanical		5	..	5	3	6	3	3	3	..	..	..	..	..	..	..
6. Stores Department		1	..	2	..	4	3	1	..	1	..	..	..	..	..	1
7. Other Departments		3	2	3	2	6	4	2	1	1	..	..	..	..	..	1
8. Total	1933-34	49	6	36	16	75	48	27	11	10	4	..	..	1	1	16
	1932-33	53	8	40	27	74	49	25	10	8	1	4	1	1	..	15
9. Percentage of Europeans to number of vacancies filled.	1933-34							40·7								
	1932-33							40·0								
10. Percentage of Indians to number of vacancies filled.	1933-34							59·3								
	1932-33							60·0								

*Excludes six vacancies filled by officers of the temporary Establishment as under:—

Agency	1
Accounts	2
Engineering	1
Transportation and Commercial	1
Stores	1
Total	6

† Excludes seven vacancies filled by officers of the temporary Establishment as under:—

Agency	1
Engineering	3
Transportation and Commercial	2
Other Departments	1
Total	7

74. It will be observed from Statement Part I that during the year under review the total number of appointments made in the superior service on Company-managed Railways was 27 of which 11 went to Europeans and 16 to Indians, of whom 10 were Hindus, 4 Muslims, 1 Indian Christian and 2 other classes, one appointment of an Anglo-Indian was reduced. The net total number of vacancies filled, permanent or temporary, was 27 of which 11 went to Europeans. The total actual appointments filled by Indians were 16, of which 10 were Hindus, 4 Muslims, 1 Indian Christian and 1 of other classes. The ratio of Indian to European recruitment was 59·3 to 40·7 in respect of permanent appointments and 59·3 to 40·7 in respect of all appointments, whether permanent or temporary. The percentage of Indian recruitment in the principal departments was :—

	Permanent appointments.	Total appointments, permanent or temporary.
	Per cent.	Per cent.
Accounts	75·0	75·0
Engineering	60·0	60·0
Transportation (Traffic) and Commercial	66·7	75·0
Transportation (Power) and Mechanical Engineering	40·0	...

Among Indian recruits the proportionate recruitment from each community was as shown below :—

	Permanent vacancies.	Total vacancies.
	Per cent.	Per cent.
Hindus	62·5	62·5
Muslims	25·0	25·0
Anglo-Indians and domiciled Europeans	6·25	...
Indian Christians	6·25	6·25
Other classes	12·5	6·25

During the current year, the position as regards Indianisation of Superior Services on Company-managed Railways was reviewed and the desirability of advancing the ratio of Indian recruitment to 75 per cent. of the total vacancies was again impressed upon these Railway Administrations.

75. *Review of the progress made since 1925.*—The following statements will throw further light on the progress made in Indianisation and in the recruitment of the various communities both on State-managed and Company-managed Railways since 1925, as reflected in the relative strength of Europeans and Indians belonging to the various communities : Part I relates to superior staff and Part II to subordinate staff on scales of pay rising to Rs. 250 and over.

PART I.

Statement of gazetted officers on State-managed Railways and Officers of corresponding rank on Company-managed (Class I) Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 1st April 1925, 31st March 1933 and 31st March 1934.

Name of Railway.	1st April 1925.									31st March 1933.									31st March 1934.								
		Indians.							Total number on the Railway (columns 2 *plus* 9).		Indians.								Total number on the Railway (columns 11 *plus* 18).		Indians.							Total number on the Railway (columns 20 *plus* 27).
	Europeans.	Hindus.	Muslims.	*Anglo-Indians.	*Sikhs.	*Indian Christians.	*Other classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.		Europeans.	Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	90	3	..	..	..	..	12	15	105	82	4	1	9	..	..	7	21	103	82	3	..	10	..	..	7	20	102
Eastern Bengal	79	31	3	..	..	..	12	46	125	§71	§46	5	10	2	2	1	§66	§137	56	42	6	11	2	3	1	65	121
East Indian	227	49	12	..	..	..	26	87	314	189	74	13	37	2	2	2	130	319	174	78	14	34	3	2	2	133	307
Great Indian Peninsula	175	18	5	..	..	..	23	46	221	§155	§33	11	10	..	5	5	§64	219	145	36	11	10	..	7	6	70	215
North Western	192	60	13	..	..	..	28	101	293	138	78	20	14	8	4	..	124	262	136	80	22	14	10	5	..	131	267
Railway Board and Miscellaneous Offices.	59	8	3	..	..	..	14	25	84	§41	11	§7	5	..	..	2	§25	§66	38	10	6	6	..	..	2	24	62
TOTAL	822	169	36	..		..	115	320	1,142	§676	§246	§57	85	12	13	17	§430	1,106	631	249	59	85	15	17	18	443	1,074
Company-managed Railways.																											
Assam Bengal	52	6	1	..	..	..	2	9	61	42	17	4	8	1	..	..	30	72	39	15	5	7	1	..	..	28	67
Bengal Nagpur	170	27	5	..	..	..	19	51	221	§131	40	7	15	2	..	2	67	§198	125	42	7	14	2	1	2	68	193
Bengal and North-Western	55	3	1	..	..		..	4	59	59	6	3	2	..	..	..	11	70	59	7	4	2	..	..	..	13	72
Bombay, Baroda and Central India	159	14	..	..	..	..	21	35	194	123	31	3	4	2	3	8	51	174	123	32	3	2	1	3	7	48	171
Madras and Southern Mahratta	122	15	1	..	..	..	6	22	144	103	27	..	8	2	2	4	43	146	96	27	..	6	2	3	5	43	139
Rohilkund and Kumaon	12	1	..	..	..	..	..	1	13	11	2	2	..	..	..	..	4	15	10	2	3	..	..	..	..	5	15
South Indian	93	17	1	..	..	..	3	21	114	77	43	1	8	..	1	..	53	130	73	45	1	9	..	1	..	56	129
TOTAL	663	83	9	..	..	..	51	143	806	§546	166	20	45	7	7	14	259	§805	525	170	23	40	6	8	14	261	786
GRAND TOTAL	1,485	252	45	..	..	..	166	463	1,948	§1,222	§412	§77	130	19	20	31	§689	§1,911	1,156	419	82	125	21	25	32	704	1,860

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.*	1933.	1934.
Europeans		State-managed Railways.	71·98	§61·12	58·75
		Company-managed Railways.	82·26	§67·83	66·79
		TOTAL	76·23	§63·95	62·15
Indians	Hindus	State-managed Railways.	14·80	§22·24	23·19
		Company-managed Railways.	10·30	§20·62	21·63
		TOTAL	12·94	§21·56	22·53
	Muslims	State-managed Railways.	3·15	§5·15	5·49
		Company-managed Railways.	1·12	2·48	2·93
		TOTAL	2·31	§4·03	4·41
	Anglo-Indians	State-managed Railways.	*	7·69	7·91
		Company-managed Railways.	*	§5·59	5·09
		TOTAL	*	6·80	6·72
Indians—*concld.*	Sikhs	State-managed Railways.	*	1·08	1·40
		Company-managed Railways.	*	0·87	0·76
		TOTAL	*	0·99	1·13
	Indian Christians	State-managed Railways.	*	1·18	1·58
		Company-managed Railways.	*	0·87	1·02
		TOTAL	*	1·05	1·34
	Other classes	State-managed Railways.	*10·07	1·54	1·68
		Company-managed Railways.	*6·32	1·74	1·78
		TOTAL	*8·52	1·62	1·72
	TOTAL	State-managed Railways.	28·02	§38·88	41·25
		Company-managed Railways.	17·74	§32·17	33·21
		TOTAL	23·77	§36·05	37·85

* Anglo-Indians, Sikhs, and Indian Christians included in "Other classes" in 1925.

§ Revised figures.

Statement of subordinates on scales of pay rising to Rs. 250 per mensem and over on Class I Railways (excluding H. E. H. the Nizam's State and Jodhpur Railways), on the 1st April 1925, 31st March 1933 and 31st March 1934.

Name of Railway.	1st April 1925.									31st March 1933.								Total number on the Railway (columns 11 *plus* 18).	31st March 1934.								Total number on the Railway (columns 20 *plus* 27).
	Europeans.	Indians.								Europeans.	Indians.								Europeans.	Indians.							
		Hindus.	Muslims.	†Anglo-Indians.	†Sikhs.	†Indian Christians.	†Other classes.	Total.			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.			Hindus.	Muslims.	Anglo-Indians and domiciled Europeans.	Sikhs.	Indian Christians.	Other Classes.	Total.	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
State-managed Railways.																											
Burma	28	83	9	..	..	..	198	290	318	24	§89	9	§239	§12	§14	§41	404	428	25	90	10	225	13	14	40	392	417
Eastern Bengal	143	106	5	..	..	..	163	274	417	70	147	9	174	3	2	4	339	409	63	142	9	169	4	3	3	330	393
East Indian	859	300	25	..	..	..	789	1,114	1,973	518	451	49	909	12	14	5	1,440	1,958	477	458	53	921	17	7	5	1,461	1,938
Great Indian Peninsula	286	125	29	..	..	..	803	957	1,243	270	231	34	647	14	89	89	1,104	1,374	252	225	35	614	10	100	77	1,061	1,313
North Western	401	328	123	..	..	..	378	829	1,230	§369	330	184	357	88	14	36	1,009	§1,378	333	337	181	352	92	23	33	1,018	1,351
Railway Board and miscellaneous offices.	*	*	*	*	*	*	*	*	*	2	§142	§25	28	§11	3	§3	§212	§214	1	143	29	27	12	4	3	218	219
TOTAL	1,717	942	191	..	..	..	2,331	3,464	5,181	§1,253	§1,390	§310	§2,354	§140	§136	178	§4,508	§5,761	1,151	1,395	317	2,308	148	151	161	4,480	5,631
Company-managed Railways.																											
Assam Bengal	22	23	4	..	..	..	46	73	95	17	32	3	37	2	1	3	78	95	17	34	4	38	2	1	3	82	99
Bengal Nagpur	333	140	13	..	..	..	403	556	889	205	197	17	398	13	10	3	638	843	181	201	19	395	16	12	6	649	830
Bengal and North-Western	31	15	2	..	..	..	59	76	107	17	20	9	56	1	1	..	87	104	16	20	9	58	1	1	..	89	105
Bombay, Baroda and Central India	155	253	25	..	..	..	506	784	939	145	304	31	329	4	43	117	828	973	139	300	35	317	4	42	119	817	956
Madras and Southern Mahratta	85	31	1	..	..	..	173	205	290	81	48	..	177	..	4	8	237	318	68	51	..	184	..	4	6	245	313
Rohilkund and Kumaon	6	5	1	..	..	..	13	19	25	6	3	1	9	..	..	..	13	19	7	2	1	10	..	..	1	14	21
South Indian	63	73	2	..	..	..	158	233	296	41	88	6	159	..	7	1	261	302	39	90	6	159	..	10	1	266	305
TOTAL	695	540	48	..	..	..	1,358	1,946	2,641	512	692	67	1,165	20	66	132	2,142	2,654	467	698	74	1,161	23	70	136	2,162	2,629
GRAND TOTAL	2,412	1,482	239	..	..	..	3,689	5,410	7,822	§1,765	§2,082	§377	§3,519	§160	§202	310	§6,650	§8,415	1,618	2,093	391	3,469	171	221	297	6,642	8,260

Statement showing the percentages of the relative strength of Europeans and Indians of various communities.

			1925.	1933.	1934.
Europeans		State-managed Railways.	33·14	§21·75	20·42
		Company-managed Railways.	26·32	19·29	17·76
		TOTAL	30·84	§20·97	19·58
Indians	Hindus	State-managed Railways.	18·18	§24·13	24·80
		Company-managed Railways.	20·44	26·08	26·55
		TOTAL	18·95	§24·74	25·36
	Muslims	State-managed Railways.	3·69	§5·38	5·63
		Company-managed Railways.	1·82	2·52	2·82
		TOTAL	3·05	4·48	4·73
	Anglo-Indians	State-managed Railways.	†	§40·86	40·95
		Company-managed Railways.	†	48·89	44·16
		TOTAL	†	§41·82	41·97

			1925.	1933.	1934.
Indians—*concld.*	Sikhs	State-managed Railways.	†	§2·43	2·64
		Company-managed Railways.	†	0·75	0·88
		TOTAL	†	1·91	2·08
	Indian Christians	State-managed Railways.	†	§2·36	2·68
		Company-managed Railways.	†	2·49	2·66
		TOTAL	†	§2·40	2·67
	Other Classes	State-managed Railways.	†44·99	§3·09	2·88
		Company-managed Railways.	†51·42	4·98	5·17
		TOTAL	†47·16	3·68	3·61
	TOTAL	State-managed Railways.	66·86	§78·25	79·58
		Company-managed Railways.	73·68	80·71	82·24
		TOTAL	69·16	§79·03	80·42

* Not available. † Anglo-Indians, Sikhs, and Indian Christians included in "Other classes" in 1925. § Revised figures.

76. It will be observed that the Indian element in the superior services has risen from 28·02 per cent. on State-managed and 17·74 per cent. on Company-managed Railways in 1925 to 41·25 per cent. on State-managed and 33·21 per cent. on Company-managed Railways in 1934 by a corresponding reduction in the European element. Among the Indians the percentage increase by communities in 1934 as compared with 1925 is shown below :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1934.	1925.	1934.
Hindus	14·80	23·19	10·30	21·63
Muslims	3·15	5·49	1·12	2·93
Anglo-Indians	*	7·91	*	5·09
Sikhs	*	1·40	*	0·76
Indian Christians	*	1·58	*	1·02
Other classes	10·07*	1·68	6·32*	1·78

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

77. Turning to the subordinate staff on scales of pay rising to Rs. 250 per mensem and over, the corresponding figures are as under :—

	State-managed.		Company-managed.	
	Percentages.		Percentages.	
	1925.	1934.	1925.	1934.
Europeans	33·14	20·42	26·32	17·76
Indians—				
Hindus	18·18	24·80	20·44	26·55
Muslims	3·69	5·63	1·82	2·82
Anglo-Indians	*	40·95	*	44·16
Sikhs	*	2·64	*	0·88
Indian Christians	*	2·68	*	2·66
Other classes	44·99*	2·88	51·42*	5·17
Total Indians	66·86	79·58	73·68	82·24

* Anglo-Indians, Sikhs and Indian Christians included under "other classes" in 1925.

78. Representation of Minority Communities in Railway Services.— It was mentioned in the last year's report that the Railway Board had submitted to the Government of India their proposals on the recommendations made by the officer who had been placed on special duty in 1931 in connection with the representation of minority communities in the subordinate railway

Damage by earthquake to the European Children's School at Jamalpur.

services. During the year under review, decision was taken on Recommendations Nos. 1 to 6, 14 and 15 made by Mr. Hassan in his report on the representation of Muslims and other minority communities in the subordinate railway services and instructions were issued to railway administrations. Recommendations Nos. 7 to 13 were still under consideration.

Moreover the Government had under examination the policy which has been followed since 1926 of reserving a certain percentage of direct appointments to the railway services for the redress of communal inequalities. Shortly after the close of the year under review, revised principles were formulated and orders were issued by the Government of India, mention of which will be made in the next year's report.

The " Rules for the recruitment and training of apprentice mechanics and trade apprentices in the mechanical workshops of State-managed railways " were also amended so as to make provision for the redress of communal inequalities.

79. Training of Staff.—(i) *Superior Staff.*—In paragraph 80 of the report for the last year, it was stated that the question of the most suitable method of training of officers and probationers consequent upon the closing of the Railway Staff College, Dehra Dun, had been engaging the attention of the Railway Board. A little after the close of the year under review, the Railway Board addressed the State-managed Railways on the subject asking them to draw up a programme of lectures in order to afford a basis for imparting to probationary officers a sound theoretical knowledge of their work and to submit a report on the action taken by them in this matter. On the receipt of these reports, the Railway Board will, if necessary, consider the question further.

(ii) *Area Schools.*—A brief resumé of the activities during the year of the Area Schools engaged in the training of railway staff is given below :—

(*a*) *Railway School of Transportation, Chandausi.*—During the year under review, the activities of the Railway School of Transportation, Chandausi, increased. The number of students attending courses shows an increase over last year by about 50 per cent.

During the year 1933-34, the courses of instruction were on much the same lines as in the previous year. The switchmen's course which was held at the Asansol School was transferred to Chandausi from July 1933. A course for Senior Guards of the Moradabad Division qualifying for promotion to Assistant Station Masters was also held at the School during the year. Owing to heavy demands for Assistant Station Masters, more probationary Assistant Station Masters courses were held this year. The number of students also increased in this case. Refresher courses for Assistant Station Masters continued to be held regularly. There were 25,490 student days for 667 students in attendance during 1933-34 as compared with 11,692 student days for 421 students for 1932-33. Owing to the increase in student days, the cost per student day has come down to Rs. 2-7 from Rs. 5 for the year 1932-33.

(*b*) *Asansol Training School.*—As a measure of economy Asansol Training School was closed in the month of October 1933 by the transfer of the training classes held at this school to other schools on the East Indian Railway. The courses of training for Switchmen were transferred to Chandausi and the courses of the Power and Rolling Stock classes to Jamalpur. The Power and Rolling Stock classes which were opened at Jamalpur in December 1933 had to be closed on the 15th January 1934 owing to the earthquake and were re-opened again in February. These courses have been improved considerably by including lectures from the trained staff of the Technical School, Jamalpur. The staff who attend the courses are accommodated in the existing hostels.

It is anticipated that a saving of rupees five or six thousands will be effected by the closing of the Training School at Asansol.

(c) *Walton Training, Kot Lakhpat, North Western Railway.*—During the period under report the School continued the training of staff for the North Western Railway. The total number attending the school in 1933-34 was 1,420 as compared with 1,230 in the previous year. The increase is partly due to the recall from the waiting list, of ex-Commercial Group Students who were recruited, trained and passed in 1931 but who could not then be provided for due to retrenchment, and to the re-introduction during this period of courses for Senior Assistant Station Masters, Station Masters and Traffic Inspectors and of Special Courses for the training of staff to be selected as Instructors.

The training of Line Staff, both senior and junior has been actively pursued, and is reported to have been of benefit to the administration.

Two Probationary Assistant Transportation Officers had their final examination conducted at the school and the progress of training and the work done by Probationer Officers and Student Engineers continued to be supervised.

80. Improvement in the service conditions of the Staff.—*Hours of Employment Regulations.*—The question of the application of the Hours of Employment Regulations to the Burma and the Company-managed railways continued to engage the attention of the Railway Board during the period under review and the position was examined early in February 1934, when it was decided that the extension of these regulations to railways on which they have not so far been made applicable, should, in view of the continued unsatisfactory financial position, be deferred for at least another year. While communicating this decision, these railway administrations were asked to continue to apply the provisions of the regulations where this could be done without incurring material additional expenditure. At the same time the Agents of the Madras and Southern Mahratta and Bombay, Baroda and Central India Railways were asked for their views on the possibility of introducing the Hours of Employment Regulations on their systems from the 1st April 1935 together with a detailed statement of the cost, both capital and recurring, which they considered would be involved under present conditions of traffic. The question of extending the application of the Hours of Employment Regulations to these two railways is being further considered by the Railway Board in the light of the replies which have been received.

81. Welfare.—(i) *Staff Benefit Fund.*—The Staff Benefit Funds which have been established on all State-managed and Company-managed Railways continued to function during the period under review. The reports received from these railways indicate that the establishment of these funds has contributed usefully towards providing amenities and affording certain forms of relief to the staff.

(ii) *Railway Sports.*—The sixth annual Inter-Railway Athletic Tournament was held in the Irwin Amphitheatre at New Delhi on the 21st and 22nd March 1934. The Bombay, Baroda and Central India, Eastern Bengal, Madras and Southern Mahratta, North Western, South Indian, His Exalted Highness the Nizam's State Railways and the Railway Board entered their teams. The tournament was won by the North Western Railway for the sixth year in succession, the Eastern Bengal Railway being the runners-up.

For the field game a hockey tournament was decided upon which was held in Delhi from the 19th to the 24th March 1934. The following teams competed :—Bombay, Baroda and Central India, East Indian, Great Indian Peninsula, Madras and Southern Mahratta and North Western Railways. The East Indian Railway won the tournament, the North Western Railway being the runners-up.

82. Report of the Royal Commission on Labour.—Those recommendations of the Royal Commission on Labour affecting railways which have

not hitherto been disposed of continued to engage the attention of the Railway Board who came to certain provisional conclusions which were referred to the Agents of principal railways for the expression of their views. The recommendations of the Agents of railway administrations are under consideration.

83. Economies in staff charges.—*Reduction in the strength of the subordinate and inferior staff and of workshop employees.*—As adumbrated by the Hon'ble Member for Commerce and Railways and the Chief Commissioner of Railways in their speeches in introducing the Railway Budgets for 1934-35, no block retrenchments of any magnitude were effected on railways during the period under review though minor measures of retrenchment continued in connection with the " Job-analysis " investigations that are being conducted on principal railways. For a detailed report regarding the " Job-analysis " investigations on railways, paragraph 12 at page 8 of this report headed " Pope's investigations " may be seen.

(i) *Emergency cut in pay.*—It was mentioned in the last year's report that an emergency reduction in pay, not exceeding 5 per cent., would apply during 1933-34 in respect of all Government servants including those of the Railway Department. It was decided during the year under review to continue this emergency reduction in pay during the year 1934-35.

The Company-managed Railways adopted the same procedure.

(ii) *Revision of the scales of pay of future entrants into the Superior and Subordinate services.*—Mention was made in the last year's report of the proposed introduction during 1933-34 of revised scales of pay for future entrants into the Superior Services. These scales of pay, which are materially lower than those hitherto in force, were finally announced in October 1933. Revised scales of pay for the subordinate services were under examination in 1933-34 with the intention of introducing them during the year 1934-35.

84. Security of service.—*Rules regarding the discharge and dismissal of State Railway non-gazetted Government servants.*—This subject was last referred to in paragraph 99 of the Report by the Railway Board on Indian Railways for the year 1929-30, in which the circumstances leading to the issue of the present rules, in November 1929, were explained.

Subsequently, in March 1930, the All-India Railwaymen's Federation addressed the Railway Board and made certain suggestions for the amendment of these rules. After consideration of the suggestions, in consultation with the Agents of State-managed Railways, the Railway Board, in addition to certain minor amendments, extended the application of the rules relating to discharge to temporary non-gazetted staff borne on the non-pensionable establishment, provided that they had completed 3 years' continuous service, while the rules relating to dismissal were similarly extended to temporary staff who had not completed 3 years' continuous service. Provision was also made in the rules to cover cases of inefficiency, whether due to incompetency, insolvency, physical unfitness or any other cause, so that leave may be given to an employee up to the amount admissible as may be decided by the sanctioning authority prior to discharge and that during such leave every effort may be made to find other suitable employment for him.

During the year under review the Railway Board, decided to extend the right of appeal against discharge from service in respect of the following categories of staff :—

(i) Labourers employed in a State Railway Workshop or any other branch of State Railway service with less than 3 years' continuous service : and

(ii) temporary non-gazetted employees borne on a non-pensionable establishment of a State Railway or in other offices under the administrative control of the Railway Board or of the Financial Commissioner of Railways with less than 3 years' continuous service.

Moreover State-managed Railways were asked to submit reports on the working of the rules regulating the discharge and dismissal of State Railway non-gazetted Government servants and to furnish their recommendations in regard to certain proposals which the Board have had under contemplation for the amendment of these rules in connection with the recommendations of the Royal Commission on Labour. This matter is at present under the consideration of the Railway Board.

85. Meetings with the All-India Railwaymen's Federation.—During the period under review the Railway Board had one half-yearly meeting with the representatives of the All-India Railwaymen's Federation in November 1933. At this meeting the following main subjects were discussed at some considerable length. The suggestions put forward by the Federation are at present under the consideration of the Railway Board:—

(i) Pass Rules;
(ii) Medical Examination Rules;
(iii) Education Assistance Rules; and
(iv) Trade Disputes Act.

CHAPTER VII.

MISCELLANEOUS.

86. Passenger train services and travel amenities.—Improvements in passenger train services and station arrangements continued to receive the careful consideration of all Railway Administrations. The programme for providing up to date coaching stock and improving the existing stock wherever necessary was adhered to. Attention was also given, as funds permitted, to improvements in the arrangements for the supply of cool drinking water to passengers, running of restaurant car services, provision of refreshment rooms, waiting rooms and various other minor details such as benches on station platforms and in waiting halls, etc., for the comfort and convenience of the travelling public. In the following paragraphs, particulars of some of the measures adopted by the principal railways during the year under review, are briefly outlined :—

(i) *Train services.*

Assam Bengal Railway.—An additional mixed train each way was introduced between Chandpur and Noakhali from 15th January, 1934.

Bengal and North-Western Railway.—From 1st October, 1933, two light passenger trains running between Gorakhpur and Nowgarh were extended to Barhni. The earthquake on the 15th January, 1934, seriously dislocated the train services in the affected area for some considerable time, resulting in the train mileage on 31st March, 1934, being lower than on the corresponding date of the previous year, as shown below :—

Train Miles.	31st March, 1933.	31st March, 1934.
Express	1,058	1,058
Passenger	10,490	9,676
Mixed	4,741	3,933

Bengal Nagpur Railway.—The mileage run daily by passenger trains, other than mail and express, increased from 9,288 to 10,024, *viz.*, by 736 miles; by shuttle or other local trains (other than suburban) from 596 to 918, *viz.*, by 322 miles and by suburban trains from 405 to 408, whereas the mileage run daily by mixed trains decreased from 876 to 692, *viz.*, by 184 miles.

Two passenger trains running between Barka Kana and Tatanagar Junction were extended to and from Howrah, and two between Vizagapatam Town and Parvatipuram were extended to and from Raipur; the former to provide an accelerated service for passengers travelling between Howrah and Ranchi and the latter to provide a daylight service on the Raipur-Vizianagram line which permitted of the discontinuance of two mixed trains between Kantabanji and Raipur.

Two mixed trains running between Anuppur and Manendragarh were extended to and from Chirmiri. Two local passenger trains between Bhadrak and Khargpur, two shuttles between Nagpur and Kamptee, one local between Adra and Asansol and two shuttles between Midnapore and Garbeta were introduced for the convenience of passengers attending courts, students and business men.

The speed of the Nagpur-Howrah passenger was accelerated by 24 minutes to facilitate an East Indian Railway connection at Howrah. Four passenger trains on the Bilaspur-Katni section were speeded up each by about an hour and the Chakradharpore-Howrah passenger was accelerated by 1 hour and 13 minutes. The Up and Down Gondia-Nagpur locals were accelerated by an hour in order to provide a more suitable service for passengers desiring to attend courts.

Bombay, Baroda and Central India Railway.—The daily average train miles in 1933-34 as compared with 1932-33 increased by 420 on the broad gauge and decreased by 1,218 miles on the metre gauge. The increase on the broad gauge was chiefly of the electric train service, consequent on the introduction of normal train services from 1st April, 1933, on the Bandra Substation, which was put right after a serious damage by fire. The decrease on the metre gauge was due chiefly to the handing over of the Gaekwar's Mehsana Railway to the Baroda Government from 1st April, 1933.

From 15th April, 1933, two trains which were previously split up and run as local trains between Sirsa and Hissar and Hissar and Rewari, commenced to run as one through passenger train between Sirsa and Rewari. Two local fast passenger trains running between Mehsana and Palanpur were extended to run to and from Abu Road. Two mixed trains running between Dholka and Sabarmati were extended to and from Ahmedabad.

The sentinel coach running on the Abu Road-Palanpur section was withdrawn and put on to run three trips each way between Indore and Mhow. The afternoon sentinel coach from Ajmer to Kishnagarh and back was discontinued and ran instead to and from Nasirabad.

Burma Railways.—With a view to effect more suitable connections with branch line trains and afford a better service to local passengers in the Toungoo and Mandalay districts, the timings of certain local mixed trains on the Rangoon-Mandalay main line were revised. With the introduction of YC engines, the timings of two mixed trains on the Rangoon-Martaban section were accelerated. The timings of all mixed trains on the Rangoon-Prome section were also accelerated. Consequent on the opening of the Ava bridge from 1st February, 1934, a revised accelerated train service on the Mandalay-Myitkyina and Mandalay-Ye-U sections was brought into force. The revised service shortened the time taken between Mandalay and Myitkyina by about $3\frac{3}{4}$ hours in the up and 3 hours in the down directions. The local trains which had been running between Mandalay and Amarapura shore were extended to run between Mandalay and Ywataung. A new fast local train each way between Mandalay and Kin-U was introduced to meet motor bus competition. Two local trains were extended to run between Rangoon and Mingaladon Cantonment instead of from and to Kanbe.

Eastern Bengal Railway.—With effect from 1st October, 1933, an ordinary passenger train running between Calcutta and Ishurdi was converted into a fast passenger on Saturdays, for the convenience of week-end passengers, with branch connections at Ranaghat, Poradaha and Ishurdi. On the broad gauge, the train mileage was increased by the running of sixteen additional trains on the various sections and fourteen additional trains a day on the suburban sections. On the metre gauge, one train each way was put in service between Santahar and Teesta Mukh Ghat to connect with the up and down Darjeeling mails.

East Indian Railway.—The total mileage of mail, express and other passenger trains including mixed trains, suburban trains and shuttle services was 1,292,332 during the month of March, 1934, as compared with 1,290,491 in March 1933, amounting to an increase of 61 train miles a day.

Great Indian Peninsula Railway.—There was an increase of 123 passenger train miles on 31st March, 1934, as compared with the 31st March, 1933. This increase was due mainly to the conversion of a parcel train into a combined parcel and passenger train and the introduction of two additional trains between Bombay and Kalyan and one additional train between Bombay and Kurla *viâ* the Harbour Branch.

Jodhpur Railway.—From the 15th June, 1933, two mixed trains were introduced between Mirpur-Khas and Hyderabad.

Madras and Southern Mahratta Railway.—On 31st March, 1934, there was a decrease of 672 train miles on the broad and 486 miles on the metre gauges as compared with 31st March, 1933. The cancellation of two passenger trains between Bezwada and Rajahmundry, two between Madras

and Gudur, two between Arkonam and Katpadi and two between Nidadavolu and Narasapur contributed chiefly to the decrease in the mileage on the broad gauge. In addition, certain suburban and branch line trains which were not well patronised were also cancelled. On the metre gauge, two passenger trains between Pakala and Madnapalle Road, two between Guntakal and Bellary, two between Hubli and Dharwar, two between Miraj and Belgaum and two between Donakonda and Narasaravupet were cancelled. The up and down express trains between Poona and Kolhapur were cancelled in view of the running of two through trains to accelerated timings. Some branch line trains that were not well patronised were also cancelled.

His Exalted Highness the Nizam's State Railway.—On 31st March, 1934, there was an increase of 215 and 78 train miles on the broad and metre gauges respectively as compared with the 31st March, 1933. On the broad gauge, one mixed train each way between Secunderabad and Kazipet and another between Dornakal and Bezwada were converted into passenger trains. On the metre gauge also, certain mixed trains were converted into passenger trains. The shuttle service was increased by the introduction of one steam coach train each way on the Purna-Hingoli branch and the provision of an additional shuttle train each way on the Dronachellam-Kurnool section.

North Western Railway.—As a result of the steps taken towards economy a reduction of 20 passenger trains on the broad gauge and 6 on the narrow gauge was effected, as compared with the figures on 31st March, 1933. The number of mixed and shuttle trains were however increased by 26 and 6 respectively.

South Indian Railway.—Fourteen trains on the metre gauge and six on the broad gauge, were newly introduced and the services of four trains on the metre gauge and two on the broad gauge were extended. The speed of the up and down Trivandrum express trains was accelerated by eliminating stops at unimportant stations, thereby saving 45 minutes in each direction. The provision of additional trains to serve intermediate stations where express trains did not stop, and the introduction of additional trains on certain sections to combat motor bus competition were responsible for an increase of 425 train miles on 31st March, 1934, as compared with 31st March, 1933.

(ii) *Improvements in the design of and accommodation in passenger carriages.*

Assam Bengal Railway.—All passenger vehicles are now fitted with electric lights. Out of 513 third and intermediate class carriages, including composites, 501 are fitted with latrines. Of the 12 remaining carriages, 3 are provided with latrines in the ladies' compartments. Of the 501 carriages fitted with latrines, 497 are provided with water tanks. 35 intermediate and third class compartments in use for ladies are now fitted with illuminated panels.

Bengal and North-Western Railway.—Improved types of seats and cushions and fan regulators were provided in upper class carriages. The lavatory compartments of the new third class carriages were being fitted with double water cocks.

Bombay, Baroda and Central India Railway.—The policy of replacing old type vehicles by modern electrically-lit stock of the latest standard and elimination of four-wheeled stock was continued. The new type lower class coaches were provided with larger latrines, while improvements of the latrines in the existing coaches continued to be made. All lower class latrines are being electrically lit and fitted with flushing arrangements, washing taps and coat hooks. All the coaching stock except a few which are not suitable for conversion, were electrically lit. In all first class compartments reading lamps were provided over each berth and the number of fans increased from two to three in large compartments and from one to two in coupé compartments. Combined shower and needle baths were also provided. On the metre gauge, a number of coaches on the block rakes were fitted with axle driven dynamos so as to ensure adequate lighting.

To mitigate the extreme heat during the hot weather arrangements were made to provide blocks of ice in containers to upper class passengers (on payment) in the Frontier Mails between Delhi and Ratlam. This facility was much appreciated by passengers.

The external lighting provided on one rake on the broad and one on the metre gauge proved satisfactory, especially at stations with short or low level platforms.

Burma Railways.—Improvements were being effected in the lighting of latrines in third class carriages on mail trains by the installation of a light in each latrine.

Eastern Bengal Railway.—The provision of high power lamps, latrines in servants' compartments of upper class carriages and iron enamelled pans and coat hooks in lower class latrines were some of the improvements made. The policy of providing switches near the doors in upper class coaches, to facilitate the lighting up of compartments, on entry, was continued. Switches for lights in servants' compartments of upper class carriages, painting of the face panels of the ladies' compartments of intermediate and third class in blue to facilitate identification, in one coach as an experimental measure, and the diversion of waste water from the wash hand basin into the commodes in certain upper class metre gauge carriages, were among the new measures adopted during the year.

Jodhpur Railway.—Electric lights were being fitted to latrines of lower class carriages. 22 latrines of 12 carriages were enlarged to provide a minimum space of 12 sq. feet. Overhead water tanks were provided in the latrines of four carriages.

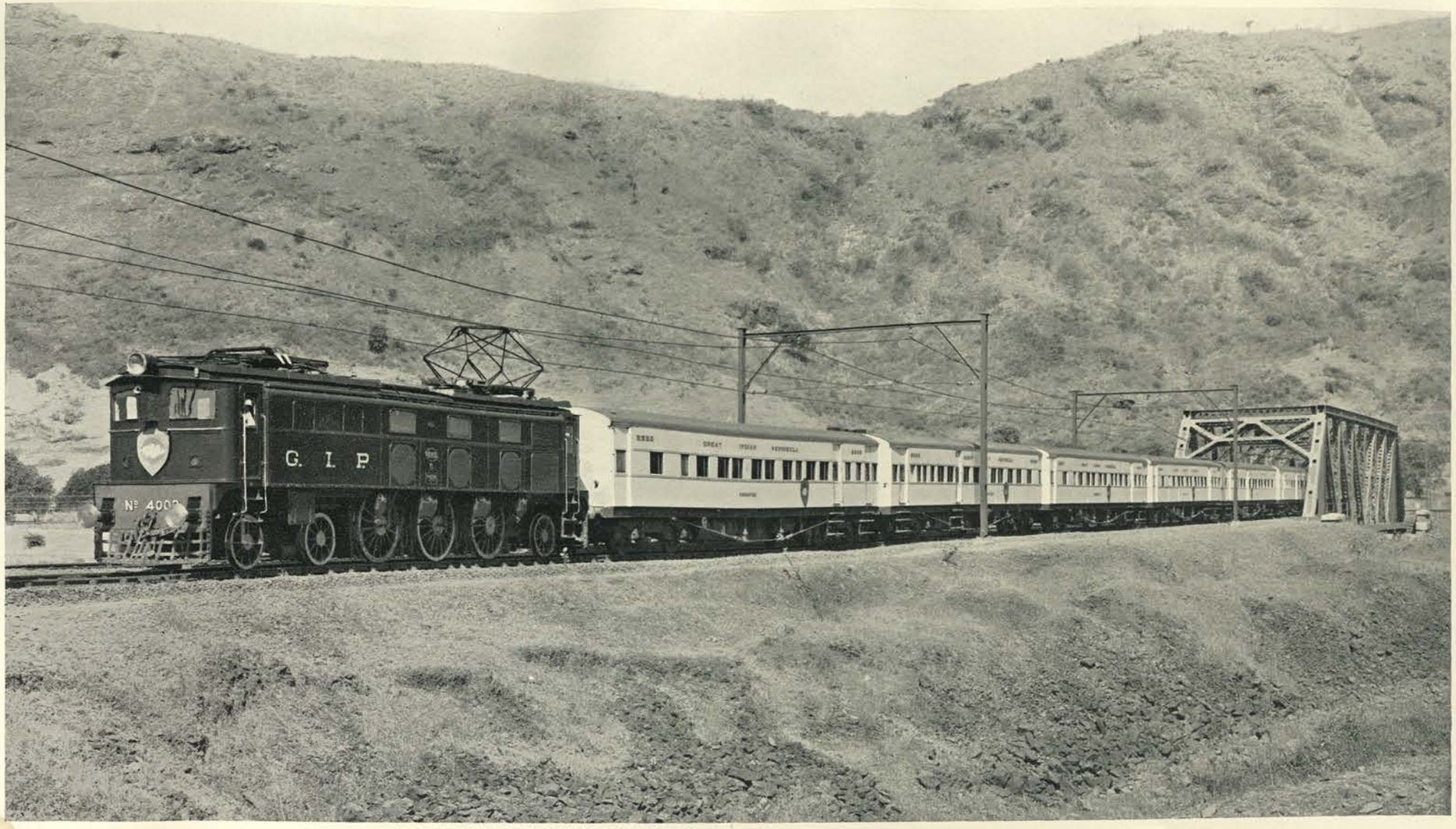
Madras and Southern Mahratta Railway.—In addition to the provision of roof ventilators, enamelled pans were provided in place of cast iron pans in intermediate and third class latrines. In intermediate class latrines folding wash hand basins and mirrors were also provided.

His Exalted Highness the Nizam's State Railway.—All broad and metre gauge bogie carriages were electrically equipped with the exception of three broad and eight metre gauge bogie carriages which were adequately provided with incandescent burners. In eight broad and eighteen metre gauge ordinary carriages, flat gas burners were replaced by incandescent burners. Cast iron coat hooks, corner shelves and inside bolts were being provided in the latrines of third class carriages. An additional tap was provided in the lavatories of first class compartments of new upper class bogie carriages.

North Western Railway.—The programme of upholstering upper berths of intermediate class carriages with imitation leather was almost completed. Improved wider type latrines with high capacity water tanks in lower class carriages were also provided. The provision of electric lights in all passenger stock was completed. Latrines were provided in 102 servants compartments of upper class carriages, 103 latrines in lower class bogie stock were enlarged and 117 latrines of third class carriages were improved.

South Indian Railway.—Nine bogie brake van and thirds on 68 feet underframes were placed in service on the broad gauge and four bogie brake van and thirds were built and placed in service on the metre gauge. These coaches were built to the latest standard designs and provided with up-to-date fittings and appliances. Seven new electric multiple unit coaches were also brought into use on the Madras suburban service. Twelve broad gauge upper class coaches were provided with an improved type of safety catches for the windows. Separate ladies' accommodation was provided in four broad gauge bogie brake van and thirds. These compartments were fitted with window bars and indication boards suitably illuminated at nights. 276 hat pegs were fitted to broad gauge third class and 387 to metre gauge coaches. Notices relating to the refreshment and retiring rooms provided at stations on the railway were placed in 28 broad gauge and 42 metre gauge upper class car-

GREAT INDIAN PENINSULA RAILWAY.



Tourist Special De Luxe Train.

riages. South Indian Railway maps were provided in five broad and ten metre gauge upper class carriages.

(iii) *Supply of drinking water.*

Assam Bengal Railway.—A water tap at Manipur Road and two ground tanks at Sarkarhat and Nazirhat were provided, in addition to nine tube wells sunk at the following stations:—

Bangla.	Ishwarganj.
Ashuganj Ghat.	Nilganj.
Musuli.	Ashuganj Bazar Siding.
Nandail Road.	Jaria-Jhanjail.
Netrakona.	

Bengal and North-Western Railway.—During the hot weather, 92 extra watermen were employed in addition to the permanent strength of 169. Seven additional hand water carts were supplied to the following stations:—

Samastipur . . .	2	Gorakhpur . . .	1
Chupra	1	Darbhanga . . .	2
Mankapur . . .	1		

A deep tube well was sunk at Aunrihar junction for supply of pure water to passengers and two water stands with pipes were provided on the passenger platform at Mashrak.

Bengal Nagpur Railway.—Additional water shelters were provided at Drug, Kargi Road and Adra.

Bombay, Baroda and Central India Railway.—On the broad gauge, as in the last three years, Hindu watermen were concentrated at large stations, where they get adequate opportunity to serve the public. On the metre gauge, travelling Hindu watermen on trains and at stations continued to serve the public satisfactorily. The electric water cooler provided at Ahmedabad worked satisfactorily.

Eastern Bengal Railway.—A water tap was provided at Dalsingpara.

East Indian Railway.—A drinking water well was provided at Firozabad and water taps on platforms at Bijnor and Tundla. In cool spots at important stations, trellis work kiosks were provided to hold *gharras* of drinking water. Drinking water tanks on wheels were provided at certain stations where difficulty was experienced in obtaining refills for the buckets carried by watermen. These arrangements, proving satisfactory, were being extended to other important stations.

Great Indian Peninsula Railway.—A tap was provided on the platform at Kurla station. At Ahmadnagar trellis work for the water shelter designed for eight *chatties* (four for Hindus and four for Mahomedans) was provided.

Madras and Southern Mahratta Railway.—Increased facilities for the supply of drinking water were provided at Bellary, Londa and Bijapur by the provision of water taps.

His Exalted Highness the Nizam's State Railway.—A third class compartment was provided for a waterman during the hot weather daily on all passenger and mixed trains for the supply of drinking water to passengers.

North Western Railway.—A number of tube wells, hand pumps and water shelters were provided at various stations. Hand barrows with *chatties* of cold water for supply to passengers were introduced at principal stations. Travelling watermen were appointed to run on certain day passenger trains to provide water to passengers. Extra water taps were installed on a number of passenger platforms and in third class waiting halls.

Rohilkund and Kumaon Railway.—Four hand carts were supplied to Izatnagar, Bhojeepura, Gola Gokaran Nath, and Lucknow junction (metre gauge) respectively for the supply of water to passengers.

South Indian Railway.—Three hydrants were provided at Coimbatore and two at Tenkasi junction, while two taps were installed at Dindigul and one at Rameswaram. Separate drinking water supply was arranged to the platform hydrants, and the Indian refreshment rooms at Shoranur and Chingleput junctions.

(iv) *Restaurant car services and refreshment rooms.*

Assam Bengal Railway.—A restaurant car was regularly run on the up and down Assam Mails between Hojai and Furkating. On all trains a ready supply of ice, aerated waters, bread, biscuits and cigarettes was made available to passengers.

Bengal and North-Western Railway.—A tea room was opened at Allahabad City.

Bombay, Baroda and Central India Railway.—A broad gauge Indian dining car was provided for use on excursion and pilgrim specials. The provision of hot meals for Hindus and Mahomedans on the Delhi and Kathiawar express trains was continued during the year with undiminished popularity. The combined bogie composite first, second and diner (of European style) continued to run on the main line mail trains between Ajmer and Ahmedabad and on express trains between Delhi and Ahmedabad. The lighting arrangement in the first class refreshment room at Ajmer was improved, by providing five table lamps in place of six wall bracket lights.

Burma Railways.—Of the 21 refreshment rooms, including refreshment rooms on the two ferry steamers at Sagaing and Henzada, which were in service on 31st March, 1933, the one at Sagaing ceased to function on the opening of the Ava bridge. The tea rooms at Martaban for the sale of light refreshments were closed down. At Zibingyi new tea rooms were opened.

Eastern Bengal Railway.—Restaurant cars for upper class passengers generally, were run on the mail trains between Calcutta and Parbatipur. Two Indian refreshment rooms were provided at Ranaghat and Amnura. The Hindu refreshment rooms at Rajbari and Sirajganj Ghat, as well as the Mahomedan refreshment room at Rajbari were closed. On 31st March, 1934, 20 upper class refreshment rooms, 13 others for Hindus and 8 for Mahomedans were functioning.

East Indian Railway.—Three refreshment rooms for Hindus were opened at Gaya, Kiul and Tundla and two for Mahomedans at Kiul and Aligarh. A shed was provided in front of the Mahomedan refreshment room at Bara Banki. The refreshment rooms at Mokameh Ghat, Gaya and Moghal Sarai were improved.

Great Indian Peninsula Railway.—One buffet compartment was provided in the up and down Poona Mails for supply of refreshments to upper class passengers and another for third class passengers. A buffet car for the supply of Indian refreshments and meals to lower class passengers was run on the Grand Trunk Express between Balharshah and Delhi. A compartment was allotted in the up and down Poona express trains for serving tea, coffee, fruit, sweetmeats, etc.

Madras and Southern Mahratta Railway.—On the broad gauge, Indian refreshment cars for Hindus and Mahomedans were run on the express trains between Madras and Bangalore City and Madras and Bezwada and on passenger trains between Madras and Bangalore, Madras and Bezwada and Bezwada and Waltair. On the metre gauge, Indian refreshment cars were run on the mails between Bangalore City and Poona and two passenger trains between Bangalore City and Poona, and Bangalore City and Guntakal.

His Exalted Highness the Nizam's State Railway.—An Indian buffet car with arrangements for the supply of meals and other refreshments to Hindu and Mahomedan passengers was run daily between Secunderabad and Bezwada on two important passenger trains. Four Indian refreshment rooms two for Hindus and two for Mahomedans) were opened at Kurnool Town, and Purli-Vaijnath during the year.

North Western Railway.—Dining cars were run for Indian passengers on one important up and down passenger trains between Lahore and Delhi and vending cars on the up and down Karachi mails between Lahore and Rohri.

South Indian Railway.—Two Indian light refreshment rooms were opened at Trichur and Quilon during the year.

The statement below shows the number of refreshment rooms on Class I Railways on 31st March, 1934 :—

Railways.	General.	Hindus.	Mahomedans.	Total.
Assam Bengal	17	...	...	17
Bengal and North-Western	15	9	9	33
Bengal Nagpur	23	5	5	33
Bombay, Baroda and Central India	35	8	5	48
Burma	20	...	...	20
Eastern Bengal	20	13	8	41
East Indian	34	16	16	66
Great Indian Peninsula	34	5	5	44
Jodhpur	2	...	...	2
Madras and Southern Mahratta	46	35	7	88
His Exalted Highness the Nizam's State	15	10	9	34
North Western	58	20	20	98
Rohilkund and Kumaon	3	...	1*	4
South Indian	34	32	6	72

* With separate arrangements for Hindus and Mahomedans.

(v) *Vendors' stalls.*

Assam Bengal Railway.—Six standard tea stalls were provided as follows :—One for Hindus and one for Mahomedans, at Sylhet Bazar; one for Mahomedans each at Chaparmukh, Gauhati and Tinsukia and one for Marwaris at Lumding.

Bengal and North-Western Railway.—Refreshment stalls at Chupra Kacheri, a vendor's shop at Sagauli and tea stalls at Gorakhpur, Sonepore, Savan, Bhatni, Barauni Junction, Muzaffarpur, Samastipur and Darbhanga were provided.

Bengal Nagpur Railway.—Eight tea stalls were provided at Garbeta, Mohuda, Itwari, Raipur, Rourkela, Muniguda, Rayaghada and Jajpur Road. The Hindu and Mahomedan stalls at Gondia were provided with two separate water taps.

Bombay, Baroda and Central India Railway.—A stall was opened at Santa Cruz. The tea stalls in the third class passengers' waiting hall at Ratlam and a stall at Sirsa were improved.

Eastern Bengal Railway.—Vendors' stalls were improved by the provision of chimneys, scullery and water taps at Poradaha, Ishurdi and Katihar.

East Indian Railway.—Vendors' stalls were provided at Bermo, Fatehpur and Kashi, and the stalls at Mokameh Ghat, Gaya and Moghal Sarai were improved.

North Western Railway.—One new stall was opened at Nawabshah. Shelters were provided for the Hindu and Mahomedan tea stalls at Gujranwala Town.

South Indian Railway.—A tea stall was built at Pamban, a fruit stall at Tirumangalam and light refreshment stalls at Hillgrove and Peralam.

(vi) *Waiting rooms for upper class passengers, waiting halls for third class passengers—Benches.*

Assam Bengal Railway.—A first and second class passengers' waiting room was provided at Manipur Road. Two additional benches were provided at Ishwarganj for third class passengers.

Bengal and North-Western Railway.—An upper class waiting room was provided at Siswa Bazar. Two double seated benches were provided each on platforms at Gonda, Mau junction and Aunrihar.

Bengal Nagpur Railway.—The existing waiting hall at Jhalda was improved by walling in the sides to prevent rain water beating through, and a Zenana waiting hall provided. New waiting halls for third class passengers were built at Rupra Road, Lanjigarh Road and Muniguda. The waiting hall at Mandla Fort station was improved by the closing in of two sides and the raising of the floor. The waiting hall at Chhindwara was cemented. One bench was placed on the platform at Bamhnibanjar. Two benches at Drug, one each at Sudamdih and Nagjua and three cement benches at Nainpur, were provided in the third class waiting halls. One bench and two chairs were placed in the intermediate class waiting hall at Sakhigopal.

Bombay, Baroda and Central India Railway.—The waiting room at Broach was improved by providing white tile flooring and dado in the gentlemen's and ladies' lavatories and bath rooms. At Dakor, the third class waiting hall was extended to provide additional shelter for about 100 passengers.

Burma Railways.—A waiting room for first and second class passengers was provided at Myinmu station.

Eastern Bengal Railway.—The general waiting hall at Ranaghat was extended and a new lean to shed provided at Bahadurpur. At Manihari Ghat, a ladies' waiting hall was provided.

East Indian Railway.—Intermediate class waiting rooms were provided at Rampur and Bareilly. The third class passenger hall on the down platform at Benares Cantonment was extended. New waiting halls were built at Fatehpur and Firozabad. Four benches were placed on the station platforms at Taregna and two at Aonla; also two in the third class waiting hall at Hapur.

Great Indian Peninsula Railway.—A covered waiting hall was provided for third class passengers on the narrow gauge platform at Jubbulpore. Six benches were provided at Thakurli station platform. The up and down platforms at Manmad were extended. A roof was built over the third class latrines at Shahabad. A partition was constructed in the pilgrim hall at Kurduwadi to facilitate the movement of passengers. The third class waiting halls at Rohini and Akola were paved with stone.

Jodhpur Railway.—On the platform at Balwara one additional bench was provided.

Madras and Southern Mahratta Railway.—The waiting halls for third class passengers at Gollaprolu, Attili, Viravasaram, Narasapur, Samalkot and Karajgi were extended. New third class waiting halls were provided

Distortion by earthquake of track near Sitamarhi.

at Chiluyur, Pennada Agraharam, Kaldhari, Relangi, Lankalakoderu and Samalkot. A carriage body was provided at Bagewadi to serve as a waiting hall. An additional third class waiting hall was provided at Bangalore City. One bench was provided in the third class waiting room at Thalangai.

His Exalted Highness the Nizam's State Railway.—In addition to the provision of a flush latrine in the third class waiting hall at Secunderabad, other improvements were also effected. A waiting hall for third class passengers was built at Tadkalpudi.

North Western Railway.—The existing third class waiting halls at Haripur-Hazara, Havelian, Chak Naurang and Kotla Jam, were extended. A new third class waiting hall was provided at Fatehgarh-Churian. On the station platforms at Marh Balochan, four benches were provided. Seven benches were placed in the third class waiting hall at Bhakkar, two at Daulatala, two at Mankiala, two at Panipat and eight at Fatehgarh Churian.

Rohilkund and Kumaon Railway.—Four wooden benches (double type) were provided at Kasganj City, Kashipur and Bhojeepura.

South Indian Railway.—Two upper class waiting rooms, one for gentlemen and the other for ladies, were provided at Dindigul Junction. New waiting halls were provided at Bikshandarkovil, Narthamalai, and Olavakkot junction. One third class waiting hall was erected at Kayalpatnam, the existing one being converted into a purdah ladies' waiting hall. Two covered ways were provided on platforms at Dindigul. Two benches were provided on the station platform at Ariyalur and two in the third class waiting hall at Dindigul Junction.

(vii) *Opening of new stations and city booking offices.*

Assam Bengal Railway.—A new station, named Kujibali, was opened between Simaluguri and Sibsagar Town. For the convenience of mela passengers two temporary portable booking offices were provided at Barabakund and Baraiyadhala stations. An enquiry office was also opened at Sitakund station during mela periods.

Bengal and North-Western Railway.—An out agency was opened at Marufganj (Patna) for parcels and goods traffic.

Bengal Nagpur Railway.—One autolux lamp each at Bagnan and Ulubaria and two such lamps at Bauria were provided.

Bombay, Baroda and Central India Railway.—An additional booking window was provided at the local booking office on the down platform at Dadar. An out agency was opened at Jaipur for the booking of passengers, luggage and parcel.

Eastern Bengal Railway.—This railway joined in the combined Bengal Nagpur and East Indian Railway booking office at Bhowanipore in the southern area of Calcutta.

Great Indian Peninsula Railway.—The following stations were opened:—A flag station Rohna Devi, on the Dharwa-Pusad Railway, Malthan station, on the Dhond-Raichur section, which had been temporarily closed, Malikpeth, on the Kurdwadi-Hotgi section, Karanja Town on the Murtazapur-Yeotmal section, Murtazapur Town, Chawalkhede on the Jalgaon-Amalner section. A booking office was also opened at Mulji Jetha Market in Bombay.

Madras and Southern Mahratta Railway.—A booking office in Godavari Town was opened for booking of passengers and the Arlapet (Bangalore City) town booking office was closed.

South Indian Railway.—Two stations were opened, one at Peddanayakkanpalaiyam and the other at Sarvay on the Salem-Vriddhachalam section.

87. Accidents.—(*a*) The following table shows the number of railway servants and other persons killed and injured in accidents on Indian Railways, excluding casualties in railway workshops :—

Cause.	Killed.		Injured.	
	1932-33.	1933-34.	1932-33.	1933-34.
A.—Passengers.				
In accidents to trains, rolling-stock, permanent-way, etc.	6	21	61	160
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	215	204	761	785
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	10	7	21	19
Total .	231	232	843	964
B.—Railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	8	9	79	123
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	184	177	1,789	1,975
In accidents on railway premises in which the movement of trains, vehicles, etc., was not concerned.	24	33	5,922	6,357
Total .	216	219	7,790	8,455
C.—Other than passengers and railway servants.				
In accidents to trains, rolling-stock, permanent-way, etc.	41	45	103	86
In accidents caused by movements of trains and railway vehicles exclusive of train accidents.	2,225	2,307	698	679
In accidents on railway premises in which the movements of trains, vehicles, etc., was not concerned.	44	23	75	798
Total .	2,310	2,375	876	1,563
Grand Total .	2,757	2,826	9,509	10,982

(*b*) Out of the total of 2,826 persons killed, 1,832 were trespassers; 393 were reported to be suicides and 63 were killed on railway premises other-

wise than during the movement of trains, vehicles, etc. The increase in the number killed, as compared with the previous year, is accounted for by an increase of 88 under the head "trespassers" which is partly counterbalanced by a decrease under the heads "suicide" (8) and "persons killed on railway premises otherwise than during the movement of trains, vehicles, etc." (15).

(*c*) The number of passengers killed and injured during the last 5 years compares as follows:—

Year.	Passengers.	
	Killed.	Injured.
1929-30	358	1,126
1930-31	337	1,037
1931-32	255	912
1932-33	231	843
1933-34	232	964

(*d*) On class I Railways the number of railway servants killed in accidents which occurred during the movement of trains and railway vehicles, exclusive of train accidents, decreased by 13 and the number injured increased by 176. The main causes of the accidents and the casualties resulting therefrom are summarised below:—

Cause.	Killed.		Injured.	
	1932-33.	1933-34.	1932-33.	1933-34.
Misadventure or accidental . . .	121	122	1,558	1,771
Want of caution or misconduct on the part of the injured person.	51	47	183	140
Want of caution or breach of rules, etc., on the part of servants other than the person injured.	9	..	13	22
Defective apparatus or system of working, dangerous places, dangerous condition of work or want of rules or systems of working.	1	..	3	..
Total .	182	169	1,757	1,933

(*e*) The following statement analyses the accidents which occurred during the last two years, grouped under the principal causes. A statement show-

ing the accidents in greater detail for each railway will be found in Appendix D of Volume II of this report:—

	1932-33.	1933-34.
1. Running over cattle	9,237	9,701
2. Derailments not involving passenger trains	2,968	3,174
3. Accidents due to failure of couplings and draw gear	2,017	1,917
4. Accidents due to failure of engines owing to faulty material, workmanship and operation arising from the working of the running staff	1,417	1,401
5. Accidents due to failure of engines owing to faulty material and workmanship in the Mechanical Department	543	521
6. Broken rails	350	355
7. Accidents due to failure of other rolling stock	4	345
8. Derailment of passenger trains	216	234
9. Running over obstructions on the lines other than those at level crossings	236	193
10. Flooding of permanent way	124	188
11. Fires in trains or at stations or bridges	195	186
12. Collision involving goods trains or goods vehicles	127	148
13. Attempted train wrecking	131	116
14. Trains running over obstructions or vehicles at level crossings	109	94
15. Land slips	59	74
16. Collisions involving passenger trains	44	65
17. Passenger trains running in the wrong direction through points but not derailed	59	55
18. Accidents due to failure of axles	54	44
19. Collisions between light engines	34	43
20. Train wrecking	47	20
21. Accidents due to failure of brake apparatus	5	13
22. Accidents due to failure of tyres or wheels	11	12
23. Failure of bridges or tunnels	3	6
24. Miscellaneous	297	326
Total	18,287	19,231

(*f*) The total number of accidents shows an increase of 944 when compared with the previous year: against this the increase in total train miles was 3·6 millions—

(i) " Running over cattle " still accounts for the largest number of accidents, *i.e.*, 50 per cent. of the whole. Next in order, are " derailments not involving passenger trains " (17 per cent.), " accidents due to failure of couplings and draw gear " (10 per cent.), " accidents due to failure of engines owing to faulty working of the running staff " (7 per cent.), " accidents due to failure of engines owing to faulty material, etc., in the mechanical department " (3 per cent.), " broken rails " (2 per cent.) and " accidents due to failure of other rolling stock " (2 per cent.).

(ii) The number of accidents classed under " attempted train wrecking " and " train wrecking " decreased from 131 and 47 to 116 and 20 respectively. Cases of " trains running over

obstructions or vehicles at level crossings " showed a decrease, in spite of an increase in the number of vehicles run during the year. The other heads which showed a decrease in the number of accidents were " running over obstructions on the line other than those at level crossings ", " fires in trains or at stations or bridges ", " passenger trains running in the wrong direction through points but not derailed " and " accidents due to failure of axles ".

(iii) " Derailments of passenger trains ", " flooding of permanent way ", " collisions involving goods trains or goods vehicles ", " land slips ", " collisions involving passenger trains ", " collisions between light engines ", and " accidents due to failure of brake apparatus, tyres or wheels, bridges or tunnels " showed an increase as compared with the previous year. Accidents in railway workshops accounted for the death of 8 and injuries to 8,789 railway servants, being an increase of 4 in the former and 220 in the latter as compared with the previous year.

88. Brief details are given below of the more serious accidents which occurred during the year.

On the 17th April, 1933, No. 85 Up Express was derailed at mile 19/40 between Sonwara and Dharampore stations on the Kalka Simla Section of the North Western Railway, due to the train travelling at an excessive speed. Ten persons (including three engine crew) were injured.

On the 2nd May, 1933, No. 2 Down Punjab Mail was derailed at mile 273/19-20 between Dumra and Burhee stations on the East Indian Railway, due to the track having been maliciously tampered with. The casualties were 5 killed, and 13 injured, and the damage to rolling stock and permanent way was approximately Rs. 48,000.

On the 20th May, 1933, a trolley belonging to the Bengal Coal Company's Rajhara Colliery, carrying the family of the Colliery Manager to Rajhara station, on the East Indian Railway, was run into from the rear by No. 1 Up which had emerged from a cutting before the trolley could be removed from the track. The accident was due to a disregard of the trolley rules and regulations by the Colliery Manager whose three-year old daughter was killed.

On the 6th June, 1933, No. 5 Up Mail ran into a motor bus at a level crossing situated about 400 feet outside the up outer signal of Bhadohi station on the East Indian Railway due to the gate-keeper not closing the gates in time and the motor bus driver not exercising reasonable caution. Fifteen passengers in the motor bus were killed on the spot and sixteen injured, two of whom died subsequently.

On the 1st July, 1933, No. 96 Down special ran into a breach in the embankment at mile 21, about 150 yards in length caused by a flood, between Sangola and Wasud on the Barsi Light Railway. The driver and the fireman sustained minor injuries, but the second fireman was seriously injured and subsequently succumbed to his injuries.

On the 4th July, 1933, No. 12 Down Express collided with a rake of vehicles near Raniganj on the East Indian Railway, causing injuries to ten passengers travelling by the Express. The accident was due to the points leading to a colliery siding not having been properly set.

On the 11th July, 1933, the rear portion of No. 21 Up mixed (which broke away at mile 7 on the Birur-Arasalu Branch of the Mysore Railway) collided with No. 17 Mail at Tarikere station. The accident was due to the brakes in the brake vans of No. 21 Up (when stalled at mile 7) not having been applied and to adequate steps not having been taken to prevent the rear portion of the train from moving. Eleven passengers were killed on the spot and nineteen injured, six of whom subsequently succumbed to their injuries.

On the 27th September, 1933, sixteen loaded wagons of No. M. 45 Up goods train were derailed at mile 561/14 on the Amla-Parasia section of the Great Indian Peninsula Railway, due either to one of the wagons being defective or to its having run over an obstacle. The total damage to permanent way and rolling stock amounted approximately to Rs. 32,000.

On the 13th October, 1933, a goods train standing partly on a cross-over was run into by No. 10 Trivandrum Fast passenger train at Tambaram station on the South Indian Railway. Twenty passengers, including thirteen railway servants, were slightly injured. The accident was due to the driver of the passenger train not observing signals.

On the 26th October, 1933, No. 3 Up Mail was derailed at mile 414/19 between Ganjkhwaja and Moghalserai stations on the East Indian Railway, due to the distortion of the track, caused by the lurching which the XB type engine develops at high speed. Twenty passengers were injured, two seriously.

On the 29th January, 1934, while No. 161-A Up Express goods train was coming to a stop on the loop line at Harthala station on the East Indian Railway, in order to cross No. 162-A Down Express goods train, the driver of the latter train ran against signals and caused a head-on collision with No. 161-A. The cost of damage to rolling stock and track amounted approximately to Rs. 28,000.

On the 20th February, 1934, No. 352 Down goods train collided with an Up engine with brake van attached at mile 291/10 between Rechni Road and Asifabad Road stations on His Exalted Highness the Nizam's State Railway. The accident was due to a breach of the rules for working on the part of the station staff. The crew of the Up engine sustained minor injuries. The damage to rolling stock amounted to Rs. 8,000.

89. Damage by earthquakes, floods and cyclones.—*Cyclone damages on the South Indian Railway.*—On the 15th December, 1933, a cyclonic storm accompanied by heavy rain crossed the Coromandel coast between Pondicherry and Tranquebar and caused considerable damage to South Indian Railway property, with interruption to traffic on several sections. There was considerable damage to telegraph lines, posts being uprooted in several places; trees were blown down in large numbers and roofs of cabins, station buildings and staff quarters also suffered severely. The permanent-way was breached in several places and several bridges and the approaches thereto were eroded. A feature of the cyclone was that in three instances coaches on passenger trains capsized owing to the force of the wind, but fortunately with no injury to any of the passengers.

Earthquake damages.—The earthquake of the 15th January, 1934, caused widespread damage and loss of life over the Bengal and North-Western, East Indian and Eastern Bengal Railways. The following is a brief account of the damage to railway property on the several systems :—

Bengal and North-Western Railway.—The worst of the damage occurred on the Tirhut (State) section and ranged from buildings and bridges, which merely cracked to practically complete destruction of bridges and structures, the severest damage occurring in the low-lying and water-logged parts. All over the Tirhut and East U. P. sections, station buildings, bungalows, staff quarters and other buildings were more or less damaged; the permanent-way and bridging settled in several places, and the rails remained suspended or were moved laterally. In fact not a bridge in Tirhut was left undamaged to a greater or less extent and hardly a mile of permanent-way was left undisturbed. The damaged bridges included the two large ones at Turtipar and near Chupra (Inchcape bridge). The Bur-Gandak Bridge at Khagaria also had one pier seriously damaged.

The cost of repairs and of complete restoration of the various sections is placed at Rs. 23 lakhs, but this takes no account of the further settlement and damage which are almost certain to occur when the country broken by the earthquake is subjected to the monsoon floods. The loss to human life

Earthquake fissures in Bairagnia Station yard.

was, however, fortunately only two, who were killed in the collapse of the Engineering workshop at Samastipur.

East Indian Railway.—Very serious damage was done to buildings and structures at various stations on the East Indian Railway notably at Jamalpur, where 130 out of 180 houses in the railway colony collapsed and were rendered uninhabitable. The loss of life was also serious, 17 persons being killed, and 48 others being injured. The workshops were also badly damaged and work was stopped for an indefinite period. The cost of repairs to the workshops and of remodelling the station yard at Jamalpur is alone estimated at not less than Rs. 50 lakhs and it is necessary to incur an expenditure of an additional Rs. 15 lakhs on quarters at Jamalpur, Monghyr, Patna and a few other stations to accommodate the staff rendered homeless by the earthquake. Fortunately the track and bridges on this railway were not damaged to any material extent.

Eastern Bengal Railway.—The damage on this line was mainly confined to the track, bridges and culverts on the sections Katihar to Purnea and Jogbani and to the Murliganj and Behariganj branches over which all traffic was stopped temporarily. The total cost of repairs is estimated at Rs. 4½ lakhs.

90. Central Publicity.—The Central Publicity Bureau and its branches in London and New York have continued their general activities on the lines of the previous years. An improvement in the tourist traffic to India generally from Europe and America is recorded. A decrease in " luxury " traffic, that is to say, traffic in tourists from overseas who make use of tourist cars, has been observed, but an increase in " Inland tourist car traffic ", that is to say, the use of tourist cars by people in India, is reported to the extent of 46·5 per cent. over the figures for the previous year.

During the year under review, three " World Cruise " ships visited India as against two in 1932-33. One of these ships in particular, the " Gripsholm ", is of special interest as she represented a new venture in " World Cruises ". This cruise was primarily to India and the overland journey in this country was included in the cost of the ticket. All land trips from Ports touched on the journey out and back were extras. The " Gripsholm " was run by the Swedish American Line for the benefit of the continent of Europe generally and of Swedes, Norwegians and Danes in particular. It is believed that advertising on the Continent by the Indian State Railways has materially contributed to the organisation of this cruise.

Generally speaking both the London and the New York Bureaux show a marked increase in the work done.

As in previous years, Indian Railways were represented at the British Industries Fair, 1934, and at the Advertising and Marketing Exhibition held at Olympia during 1933. In America, Indian Railways received valuable publicity at the Century of Progress Exhibition at Chicago (1933) by collaboration with the Chrysler Corporation Ltd.

In India, the Central Bureau has continued its activities in regard to fostering pilgrim traffic to places of religious importance, and the results obtained have shown a remarkable improvement over other years indicating that the lines worked on are correct.

91. Anti-malarial measures.—During the year under review, anti-malarial measures on railways were continued with good results.

On the Assam Bengal Railway there was a small increase in the percentage of malaria cases during 1933-34 as compared with 1932-33. Lumding continued to show the lowest percentage of malaria cases. There was a rise in the number of malaria cases at Pahartali in the first quarter of the year but considerable improvement was effected when the anti-malaria organisation started working.

The malaria season of 1933 on the Bengal Nagpur Railway was exceptional owing to an unusually heavy monsoon which commenced very early and continued till October. In spite of severe damage done to training and other

anti-malarial works, considerable improvement was effected in the areas in which malaria controls were functioning.

On the Eastern Bengal Railway the number of malaria cases dropped from 12,596 cases in 1932-33 to 9,266 in 1933-34. Almost all the stations under malaria control showed an improvement. 11 additional stations were brought under malaria control and measures were carried out in conjunction with the Public Health Department of Bengal and the Calcutta Corporation, especially the latter, in connection with the extermination of the Anopheles Ludlowii mosquito which infects the outskirts of Calcutta. The most notable result of control measures was at Raja Bhat Khawa where the peak of malaria incidence is reached during the period September to December. At certain stations under malaria control and in the Calcutta Medical District, cases of malaria were treated by the new synthetic preparations—Atebrin and Plasmoquine. An insecticide named "Killsect" was also prepared in the Railway Chemical Laboratory at Sealdah and used in some control stations for destroying adult mosquitoes. This insecticide is more effective and considerably cheaper than the proprietary preparation of "Flit".

Anti-malarial measures were extended to certain stations on the Bombay, Baroda and Central India Railway. Special mention may be made of the work done at Ajmer where as a result of the operation conducted by the Municipality at the instance of the Malaria Advisory Committee, the mosquito nuisance in the Railway area contiguous to the Municipal land was reduced to some extent.

On the Great Indian Peninsula Railway the percentage of malaria cases slightly increased from 7·81 in 1932-33 to 8·84 in 1933-34. The usual anti-malarial measures with a view to systematic destruction of larvae and prevention of breeding by regular cleaning and oiling of all drains, drainage of pools of stagnant water where possible, filling up of small pits and depressions, etc., were carried out throughout the year.

On the Madras and Southern Mahratta Railway anti-malarial measures were successfully carried out and it was found possible to remove two stations from the list of "unhealthy stations".

APPENDIX A.

Railway Administrations in India alphabetically arranged in three classes according to their gross earnings showing the working agencies and ownership.

[NOTE.—Railways under construction or sanctioned for construction on the 31st March 1934, are shown in italics.]

RAILWAY SYSTEM.		LINES COMPRISED IN THE SYSTEM.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS.				
1. Assam Bengal . .	Assam Bengal Railway Company.	(a) Assam Bengal .	3′ 3⅜″	State.
		(b) Chaparmukh Silghat	3′ 3⅜″	Branch line Company under guarantee terms.
		(c) Katakhal Lalabazar .	3′ 3⅜″	Ditto.
		(d) Mymensingh Bhairab Bazar.	3′ 3⅜″	Branch line Company under guarantee and rebate terms.
2. Bengal and North-Western.	Bengal and North-Western Railway Company.	(a) Bengal and North-Western.	3′ 3⅜″	Company subsidized by the Government of India*.
		(b) Mashrak-Thawe .	3′ 3⅜″	State.
		(c) Tirhoot . . .	3′ 3⅜″	Do.
3. Bengal Nagpur . .	Bengal Nagpur Railway Company.	(a) Bengal Nagpur .	5′ 6″	Do.
		(b) Anuppur-Manendragarh.	5′ 6″	Do.
		(c) Mayurbhanj . .	2′ 6″	Branch line Company under rebate terms.
		(d) Parlakimedi Light .	2′ 6″	Indian State.‡
		(e) Purulia-Ranchi .	2′ 6″	State.
		(f) Raipur-Dhamtari .	2′ 6″	Do.
		(g) Satpura . . .	2′ 6″	Do.
4. Bombay, Baroda and Central India.	Bombay, Baroda and Central India Railway Company.	(a) Bombay, Baroda and Central India.	5′ 6″	Do.
		(b) Nagda-Ujjain . .	5′ 6″	Indian State.
		(c) Petlad-Cambay (Anand-Tarapur Section).	5′ 6″	Ditto.
		(d) Petlad-Cambay (Tarapur-Cambay Section).	5′ 6″	Ditto.
		(e) Tapti-Valley . .	5′ 6″	Branch line Company under rebate terms.
		(f) Bombay, Baroda and Central India.	3′ 3⅜″	State.
		(g) Ahmedabad-Parantij	3′ 3⅜″	Branch line Company under rebate terms.
		(h) Dhrangadra . .	3′ 3⅜″	Indian State.
		(i) Jaipur State . .	3′ 3⅜″	Ditto.
		(j) Palanpur-Deesa .	3′ 3⅜″	Ditto.†
		(k) Bombay, Baroda and Central India.	2′ 6″	State.
		(l) Champaner-Shivrajpur-Pani Light.	2′ 6″	Branch line Company under rebate terms.
		(m) Godhra-Lunavada .	2′ 6″	Ditto.
		(n) Nadiad-Kapadvanj .	2′ 6″	Ditto.
		(o) Piplod-Devgad-Baria	2′ 6″	Indian State.
		(p) Rajpipla State .	2′ 6″	Ditto.
5. Burma . . .	State . . .	(a) Burma . . .	3′ 3⅜″	State.

* Receives land only from Government.

† Owned jointly by Government and Palanpur Durbar. (Sale of Government's Financial interest in this line to the Durbar has been decided upon.)

‡ Owned by Raja of Parlakimedi.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*contd.*				
6. Eastern Bengal	State	(*a*) Eastern Bengal	5′ 6″	State.
		(*b*) Sara Sirajganj	5′ 6″	Branch line Company under rebate terms.
		(*c*) Eastern Bengal	3′ 3⅜″	State.
		(*d*) Cooch Behar State	3′ 3⅜″	Indian State.
		(*e*) Eastern Bengal	2′ 6″	State.
		(*f*) Khulna-Bagerhat	2′ 6″	Branch line Company under rebate terms.
7. East Indian	State	(*a*) East Indian	5′ 6″	State.
		(*b*) Hardwar-Dehra	5′ 6″	Branch line Company under guarantee terms.
		(*c*) South Bihar	5′ 6″	Branch line Company.
		(*d*) Cawnpore-Burhwal link.*	3′ 3⅜″	State.
8. Great Indian Peninsula.	State	(*a*) Great Indian Peninsula.	5′ 6″	Do.
		(*b*) Bhopal-Itarsi (Indian State Section).	5′ 6″	Indian State.
		(*c*) Bhopal-Ujjain	5′ 6″	Ditto.
		(*d*) Bina-Goona-Baran	5′ 6″	Ditto.
		(*e*) Dharwa-Pusad	2′ 6″	State.
		(*f*) Dhond-Baramati	2′ 6″	Branch line Company under rebate terms.
		(*g*) Ellichpur-Yeotmal	2′ 6″	Ditto.
		(*h*) Pachora-Jamner	2′ 6″	Ditto.
		(*i*) Pulgaon-Arvi	2′ 6″	Ditto.
9. Jodhpur	Indian State	(*a*) Jodhpur	3′ 3⅜″	Indian State.
		(*b*) Jodhpur-Hyderabad (British Section).	3′ 3⅜″	State.
		(*c*) Mirpur Khas-Khadro	3′ 3⅜″	Company subsidized by the Government of India.†
10. Madras and Southern Mahratta.	Madras and Southern Mahratta Railway Company.	(*a*) Madras and Southern Mahratta.	5′ 6″	State.
		(*b*) Kolar Goldfields	5′ 6″	Indian State.
		(*c*) Tenali-Repalle	5′ 6″	District Board.
		(*d*) Madras and Southern Mahratta.	3′ 3⅜″	State.
		(*e*) Alnavar-Dandeli (Provincial).	3′ 3⅜″	Do.
		(*f*) Bangalore-Harihar	3′ 3⅜″	Indian State.
		(*g*) Bezwada-Masulipatam.	3′ 3⅜″	District Board.
		(*h*) Hindupur (Yesvantpur-Mysore Frontier).	3′ 3⅜″	Indian State.
		(*i*) Kolhapur State	3′ 3⅜″	Ditto.
		(*j*) Sangli State	3′ 3⅜″	Ditto.
		(*k*) West of India Portuguese.	3′ 3⅜″	Foreign Country.
11. Nizam's State	Nizam's State Railways.	(*a*) Nizam's State	5′ 6″	Indian State.
		(*b*) Bezwada Extension	5′ 6″	State.
		(*c*) Nizam's State	3′ 3⅜″	Indian State.
		(*d*) Dronachellam (Dhone)-Kurnool-British Frontier.	3′ 3⅜″	State.

* Under running power agreement the B. and N.-W. Railway Company run and haul their trains and traffic over this line.

† Receives land only from Government.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS I.—RAILWAYS—*concld.*				
12. North Western	State	(*a*) North Western	5′ 6″	State.
		(*b*) Amritsar Patti	5′ 6″	Branch line Company under rebate terms.
		(*c*) Bahawalnagar Baghdad.	5′ 6″	Indian State.
		(*d*) Hoshiarpur Doab (Jullundur Mukerian).	5′ 6″	Branch line Company under rebate terms.
		(*e*) Hoshiarpur Doab (Phagwara-Rahon).	5′ 6″	Ditto.
		(*f*) Jammu and Kashmir (Indian State Section).	5′ 6″	Indian State.
		(*g*) Jind Panipat (Indian State Section).	5′ 6″	Ditto.
		(*h*) Khanpur-Chachran	5′ 6″	Ditto.
		(*i*) Ludhiana-Dhuri Jakhal.	5′ 6″	Ditto.
		(*j*) Mandra-Bhaun	5′ 6″	Branch line Company under rebate terms.
		(*k*) Rajpura Bhatinda	5′ 6″	Indian State.
		(*l*) Sirhind Rupar	5′ 6″	Ditto.
		(*m*) Sialkot Narowal	5′ 6″	Branch line Company under rebate terms.
		(*n*) Jacobabad-Kashmor	2′ 6″	Ditto.
		(*o*) Kalka-Simla	2′ 6″	State.
		(*p*) Kangra-Valley	2′ 6″	Do.
		(*q*) Kohat-Thal	2′ 6″	Do.
		(*r*) Larkana-Jacobabad	2′ 6″	Branch line Company under rebate terms.
		(*s*) Trans-Indus (Kalabagh-Bannu).	2′ 6″	State.
		(*t*) Zhob Valley (Fort Sandeman khanai).	2′ 6″	Do.
13. Rohilkund and Kumaon.	Rohilkund and Kumaon Railway Company.	(*a*) Rohilkund and Kumaon.	3′ 3⅜″	Company subsidized by the Government of India.
		(*b*) Lucknow-Bareilly	3′ 3⅜″	State.
14. South Indian	South Indian Railway Company.	(*a*) South Indian	5′ 6″	Do.
		(*b*) South Indian	3′ 3⅜″	Do.
		(*c*) Nilgiri	3′ 3⅜″	Do.
		(*d*) Peralam-Karaikkal	3′ 3⅜″	Foreign Country.
		(*e*) Podanur-Pollachi	3′ 3⅜″	District Board.
		(*f*) Pondicherry	3′ 3⅜″	Foreign Country.
		(*g*) Shoranur-Cochin	3′ 3⅜″	Indian State.
		(*h*) Tinnevelly-Tiruchendur.	3′ 3⅜″	District Board.
		(*i*) Travancore (British Section).	3′ 3⅜″	State.
		(*j*) Travancore (Indian State Section).	3′ 3⅜″	Indian State.
		(*k*) Morappur-Hosur	2′ 6″	State.
		(*l*) Tirupattur-Krishnagiri.	2′ 6″	Do.
CLASS II.—RAILWAYS.				
1. Barsi Light	Barsi Light Railway Company.	Barsi Light	2′ 6″	Company subsidized by the Government of India.*
2. Bengal Dooars	Bengal Dooars Railway Company.	(*a*) Bengal Dooars	3′ 3⅜″	Company subsidized by District Board.
		(*b*) Bengal Dooars Extensions.	3′ 3⅜″	Company subsidized by the Government of India.*
3. Bhavnagar State	Indian State	Bhavnagar State	3′ 3⅜″	Indian State.
4. Bikaner State	Ditto	Bikaner State	3′ 3⅜″	Ditto.

* Receives land only from Government.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS II.—RAILWAYS—*concld.*				
5. Darjeeling Himalayan	Darjeeling Himalayan Railway Company.	(*a*) Darjeeling Himalayan.	2′ 0″	Company subsidized by Local Government.
		(*b*) Darjeeling Himalayan Extensions.	2′ 0″	Branch line Company under rebate terms.
6. Dibru-Sadiya . .	Assam Railways and Trading Company.	(*a*) Dibru-Sadiya . .	3′ 3⅜″	Company subsidized by Local Government.
		(*b*) Ledo and Tikak-Margherita Colliery.	3′ 3⅜″	Unassisted Company.
7. Gaekwar's Baroda State.	Indian State . .	(*a*) Gaekwar's Mehsana. .	3′ 3⅜″	Indian State.
		(*b*) Gaekwar's Baroda State.	2′ 6″	Ditto.
		(*c*) Bodeli Chhota Udaipur.	2′ 6″	Ditto.
8. Gondal . . .	Ditto . . .	(*a*) Gondal . . .	3′ 3⅜″	Ditto.
		(*b*) Jetalsar Rajkot .	3′ 3⅜″	Ditto.
		(*c*) Khijadiya Dhari .	3′ 3⅜″	Ditto.
9. Howrah-Amta Light .	Howrah-Amta Light Railway Company.	Howrah-Amta Light .	2′ 0″	Company subsidized by District Board.
10. Jamnagar and Dwarka	Jamnagar and Dwarka Railway Company.	(*a*) Jamnagar . .	3′ 3⅜″	Indian State.
		(*b*) Jamnagar-Dwarka .	3′ 3⅜″	Branch line Company under guarantee and rebate terms.†
		(*c*) Okhamandal . .	3′ 3⅜″	Indian State.
11 Junagad State . .	Indian State . .	Junagad State . .	3′ 3⅜″	Ditto.
12. Morvi . . .	Ditto . . .	Morvi	3′ 3⅜″	Ditto.
13. Mysore . . .	Ditto . . .	(*a*) Mysore . . .	3′ 3⅜″	Ditto.
		(*b*) Bangalore-Chik Ballapur Light.	2′ 6″	Company guaranteed by Indian State.
		(*c*) Kolar District .	2′ 6″	Indian State.
		(*d*) Tarikere-Narasimharajapura Light.	2′ 0″	Ditto.
14. Shahdara (Delhi) Saharanpur Light.	Shahdara (Delhi) Saharanpur Light Railway Company.	Shahdara (Delhi) Saharanpur Light.	2′ 6″	Company subsidized by the Government of India.*
CLASS III.—RAILWAYS.				
1. Ahmadpur-Katwa .	Ahmadpur-Katwa Railway Company.	Ahmadpur-Katwa .	2′ 6″	Branch line Company under guarantee terms.
2. Arrah-Sasaram Light	Arrah-Sasaram Light Railway Company.	Arrah-Sasaram Light .	2′ 6″	Company subsidized by District Board.
3. Bankura-Damoodar River.	Bankura-Damoodar River Railway Company.	Bankura-Damoodar River.	2′ 6″	Branch line Company under guarantee terms.
4. Baraset-Basirhat Light.	Baraset-Basirhat Railway Company.	Baraset-Basirhat Light .	2′ 6″	Company subsidized by District Board.
5. Bengal Provincial .	Bengal Provincial Railway Company.	(*a*) Bengal Provincial .	2′ 6″	Unassisted Company.
		(*b*) Dasghara Jamalpurgunj.	2′ 6″	Branch line Company under guarantee terms.
6. Bukhtiarpur-Bihar Light.	Bukhtiarpur-Bihar Light Railway Company.	Bukhtiarpur-Bihar Light	2′ 6″	Company subsidized by District Board.
7. Burdwan-Katwa .	Burdwan-Katwa Railway Company.	Burdwan-Katwa . .	2′ 6″	Branch line Company under guarantee terms.
8. Cutch State .	Indian State . .	Cutch State . . .	2′ 6″	Indian State.

† Financed on rebate terms given by the Jamnagar Durbar.
* Receives land only from Government.

Railway system.		Lines comprised in the system.		
Name.	Worked by	Name.	Gauge.	Owned by
1	2	3	4	5
CLASS III.—RAILWAYS—*concld.*				
9. Dehri-Rohtas Light .	Dehri-Rohtas Light Railway Company.	Dehri-Rohtas Light .	2′ 6″	Company subsidized by the Government of India.
10. Dholpur State . .	Indian State . .	Dholpur State . .	2′ 6″	Indian State.
11. Futwah-Islampur .	Futwah-Islampur Light Railway Company.	Futwah-Islampur . .	2′ 6″	Branch line Company under guarantee terms.
12. Gwalior Light . .	Indian State . .	Gwalior Light . .	2′ 0″	Indian State.
13. Howrah-Sheakhala Light.	Howrah-Sheakhala Light Railway Company.	Howrah-Sheakhala Light	2′ 0″	Company subsidized by District Board.
14. Jagadhri Light .	Jagadhri Light Railway Company.	Jagadhri Light . .	2′ 0″	Unassisted Company.
15. Jessore-Jhenidah .	Jhenidah Railway Syndicate.	Jessore-Jhenidah . .	2′ 6″	Ditto.
16. Jorhat (Provincial) .	River Steam Navigation Company and India General Navigation and Railway Company.	Jorhat (Provincial) .	2′ 0″	State.
17. Kalighat-Falta .	Kalighat-Falta Railway Company.	Kalighat-Falta . .	2′ 6″	Branch line Company under guarantee terms.
18. Kulasekarapatnam Light.	East India Distilleries and Sugar Factories.	Kulasekarapatnam Light	2′ 0″	Unassisted Company.
19. Matheran Light .	Matheran Steam Tramway Company.	Matheran Light . .	2′ 0″	Company subsidized by the Government of India. *
20. Porbandar State .	Indian State . .	Porbandar State . .	3′ 3¾″	Indian State.
21. Tezpore-Balipara Light.	Tezpore-Balipara Steam Tramway Company.	Tezpore-Balipara Light .	2′ 6″	Company subsidized by District Board.
22. Trivellore Light .	T. Namberumal Chetty and Sons.	Trivellore Light . .	2′ 0″	Unassisted Company.
23. Udaipur-Chitorgarh .	Indian State . .	Udaipur-Chitorgarh .	3′ 3¾″	Indian State.

* Receives land only from Government.

APPENDIX B.

Notes on the relation of the Government to Railways in India.

(*Reprinted from the Report for 1914-15 and brought up to date.*)

Diversity of Relations between the State and Railways.—One of the special features of the Indian Railway system is the diversity of conditions that prevails in the relation of the State to the various lines in respect of ownership and control. Of the important lines situated in British India or in which the Government of India is interested, five [the North Western,* Eastern Bengal, East Indian (with which has been amalgamated the Oudh and Rohilkhand Railway from the 1st July 1925), Great Indian Peninsula and Burma Railways] are owned and worked by the State; five (the Bombay, Baroda and Central India, Madras and Southern Mahratta, Assam-Bengal, Bengal-Nagpur and South Indian) are owned by the State but worked on its behalf by companies enjoying a guarantee of interest from the Government; two important lines (the Bengal and North-Western, and Rohilkund and Kumaon) and many of less importance are the property of private companies, some being worked by the owning companies and some by the State or by the companies that work State-owned systems; several minor lines are the property of District Boards or enjoy a guarantee of interest granted by such Boards.

The diversity of conditions is in certain respects less important than might at first appear for the following reasons:—

The Government of India exercises under the Indian Railways Act, 1890, in respect of all railways in British India (and also, by virtue of arrangements with Indian States, in respect of certain railways passing through such States), certain general powers. Thus a railway may not be opened until a Government Inspector has certified that it has been constructed so as to comply with requirements laid down by the Government and can be used for the public carriage of passengers without danger to them. The Government of India can also, in the interest of the safety of passengers, require a railway to be closed, or the use of particular rolling-stock to be discontinued, or may prescribe conditions for the use of the railway or the rolling-stock. They can appoint a Railway Commission to investigate complaints on certain matters such as the withholding of reasonable traffic facilities or the grant of undue preference.

In addition, the Government of India (or in some cases Local Governments) exercise under the provisions of contracts detailed control over the management of all Railways in British India greatly exceeding that which is secured by the Indian Railways Act. They also have a certain financial interest in all companies in British India, and a preponderating interest in most of the Railways which are of the first importance.

History of Relations of the Government and Companies.—The main causes which have led to the present diversity of conditions in regard to the agency by which railways are managed, and the relations of the Government with the various classes of companies now in existence, are summarised in the following paragraphs:—

The first proposals for the construction of railways in India were submitted in 1844 to the East India Company in England by Mr. R. M. Stephenson, afterwards Chief Engineer of the East Indian Railways, and others; they included the construction of lines by railway companies to be incorporated for the purpose and the guarantee by the East India Company of a specified return. A contract for the construction by the East Indian Railway Company of an experimental line of 100 miles from Calcutta towards Mirzapore or Rajmehal at an estimated cost of 1,000,000*l.* was made in 1849, and a return of 5 per cent. was guaranteed by the East India Company on the Capital; and a similar contract was made in the same year with the Great Indian Peninsula Railway Company for a line from Bombay to Kalyan at an estimated cost of 500,000*l.* But the policy of entrusting generally the construction of Indian railways to guaranteed companies was not adopted until 1854 on the recommendation of Lord Dalhousie, who, in a minute, dated 20th April 1853, explained his reasons for preferring the agency of companies, under the supervision and control of the Government, to the construction of lines on behalf of the Government by its own officers. He held that the State Engineer officers would make railways as well, and possibly as cheaply, and as expeditiously as companies; but that the withdrawal from other duties of the large number

* Includes the Delhi, Umballa, Kalka and Southern Punjab Railways which were purchased by the Secretary of State on 31st March 1926 and 1st January 1930 respectively.

of officers required would be detrimental to the public interest, that the conduct of commercial undertakings did not fall within the proper functions of any Government and least of all within the functions of the Government of India, since the dependence of the population on the Government was, in India, one of the greatest drawbacks to the advance of the country, and that the country would therefore benefit by the introduction of English energy and English capital for railway purposes, with the possibility that such energy and capital would in due course be encouraged to assist in the development of India in other directions.

Old Guaranteed Railways.—The policy supported by Lord Dalhousie was adopted, between 1854 and 1860 contracts for the construction of Railways in India were made by the East India Company, or (after 1858) by the Secretary of State for India with the East Indian, Great Indian Peninsula, Madras, Bombay, Baroda and Central India, Sind (afterwards, the Sind, Punjab and Delhi), Eastern Bengal, Great Southern of India (afterwards, when amalgamated with the Carnatic Railway Company —see below—the South Indian) and Calcutta and South-Eastern Railway Companies. Under these contracts the railway companies undertook to construct and manage specified lines, while the East India Company (or the Secretary of State for India) agreed to provide land and guaranteed interest on the capital, the rate fixed being in various cases 5, $4\frac{3}{4}$ and $4\frac{1}{2}$ per cent. according to the market rates prevailing when the various contracts were made. Half of any surplus profits earned was to be used towards repaying to the Government any sums by which it had been called upon to supplement the net earnings of any previous period in order to make good the guarantee of interest; and the remainder was to belong to the shareholders. In practically all matters of importance except the choice of staff, the companies were placed by the contracts under the supervision and control of the Government which had power to decide on the standard and details of construction; the rolling-stock to be provided, the number, time and speed of train; the rates and fares to be charged; the expenditure to be incurred; the standard of maintenance; and the form of accounts. The railways were to be held by the companies on leases terminating at the end of 99 years, and on such termination the fair value of their rolling-stock, plant and machinery was to be paid to them. But provision was also made to enable the Government to purchase the lines after 25 or 50 years on terms calculated to be the equivalent of the companies interest therein and also to enable the companies to surrender their lines to the Government and to receive in return their capital at par.

Early Attempts to Secure Funds for Railway Construction without a Guarantee.—An attempt to secure the construction of railways in India, on terms more favourable to the Government than those of the contracts with the original guaranteed companies, was first made in 1862, when a subsidy, but not a guarantee, was granted to the Indian Branch Railway Company which proposed to make feeders to the trunk lines in Northern India, and did actually make one such line. Similar assistance was granted later to the Indian Tramway Company, which made a short line in Madras. In 1864, the terms granted to the two companies mentioned were taken as a standard for general adoption with a view to the encouragement of similar companies. The chief provisions were that the Government, besides giving the necessary land free of costs, would grant an annual subsidy for 20 years at a rate not exceeding £100 per mile of line with an addition in respect of large bridges costing more than £10,000. These terms failed to attract capital, and the two unguaranteed companies which had begun work found themselves after a few years unable to proceed without further assistance from the Government. Consequently, in 1867, a contract was entered into with the Indian Branch Railway Company (which soon after changed its name to the "Oudh and Rohilkhand Railway Company") by which the company was guaranteed interest at 5 per cent. per annum on the cost of certain lines to be carried out by it, on conditions similar to those laid down in the contracts of the period 1854—1860. Similarly, the Indian Tramway Company, after having been given in 1868 a guarantee of 3 per cent. per annum, went into liquidation in 1870, and became absorbed in a new company called the Carnatic Railway Company (afterwards amalgamated with the Great Southern of India Railway Company to form the South Indian Railway Company), with which the Secretary of State entered into a contract guaranteeing interest on its capital at 5 per cent. per annum. In 1869, Sir John Lawrence summed up the result of the experiment of the construction of railways by unguaranteed companies as follows:—"The Government of India has for several years been striving to induce capitalists to undertake the construction of railways in India at their own risk, and on their responsibility with a minimum of Government interference. But the attempt has entirely failed, and it has become obvious that no capital can be obtained for such undertakings otherwise than under a guarantee of interest fully equal to that which the Government would have to pay if it borrowed directly on its own account."

The attempt to encourage unguaranteed companies having thus been unsuccessful, it became necessary to decide whether the old practice of relying on guaranteed companies, of the type that had provided capital for, and had constructed, the first railways

in India, should be continued. The Government of India expressed their objections to this course. They doubted whether their power of control over such companies secured the greatest possible economy in construction. They also disliked the arrangements under which they guaranteed the interest on the capital of companies, and thus became responsible for loss on working while having only a comparatively remote prospect of profiting by the result of successful working. Two important changes were consequently made in the practice that had been followed since the beginning of railway construction in India:—

1. Arrangements were made with some of the most important of the guaranteed companies that, in lieu of the provision that half of any surplus profits was to be applied in repayment of sums advanced by the Government under the guarantee of interest, half of the surplus profits for each half-year should be the property of the Government. In consideration of this modification, the Government relinquished, in the case of three companies, the Great Indian Peninsula, the Bombay, Baroda and Central India and the Madras, its right to purchase the lines at the end of the first 25 years from the dates of the respective contracts.

2. It was decided by the Secretary of State that the time had arrived when in both raising and expending such additional capital as might be required for new lines in India, the Government should secure to itself the full benefit of its own credit and of the cheaper methods which it was expected that it would be able to use. Accordingly, for several years after 1869, the capital expenditure on railways was chiefly incurred direct by the State and no fresh contracts with guaranteed companies were made except for small extensions. Among the lines constructed or begun by State agency and from State capital between 1869 and 1880 were the Indus Valley, Punjab Northern, Rajputana-Malwa, Northern Bengal, Rangoon and Irrawady Valley and Tirhoot.

Progress in the Construction of Railways.—By the end of 1879, in about 25 years from the introduction of railways in India, 6,128 miles of railway had been constructed by companies which had expended, approximately, £97,872,000 (these figures include the Calcutta and South-Eastern and Nalhati Railways which were constructed by companies but were purchased by the Government in 1868 and 1872, respectively). By the same date 2,175 miles of railway had been constructed by the Government at a cost of £23,695,226.

Introduction of Modified Guarantee Terms.—In 1880, the necessity for great and rapid extension of the railway system was urged by the Famine Commissioners, appointed after the great famine of 1878, who estimated that at least, 5,000 miles were still necessary for the protection of the country from famine. It was held by the Government of the time that a limit was necessary on the capital borrowed annually; and it was clear that the limit fixed was not high enough to allow of such progress in railway construction as was desirable. With reference to this difficulty the Famine Commissioner remarked: "that there would be manifest advantages in giving free scope to the extension of railways by private enterprise if it were possible; and, though the original form of guarantee has been condemned, it may not be impossible to find some substitute which shall be free from its defects, and may secure the investment of capital in these undertakings without involving the Government in financial or other liabilities of an objectionable nature."

Action in the direction suggested by the Commission was taken by the formation of three companies without a guarantee (the Bengal Central in 1881 and the Bengal and North-Western and Rohilkund and Kumaon in 1882), and three new guaranteed companies (Southern Mahratta in 1882, the Indian Midland in 1885, and the Bengal-Nagpur in 1887). The Bengal and North-Western and the Rohilkund and Kumaon Railway Companies are referred to more fully, in a later paragraph. The Bengal Central Railway Company's operations were not successful at the outset, and a revised contract was entered into with the company, with effect from the 1st July 1885, under which the Secretary of State guaranteed interest at 3½ per cent. on the company's capital the balance of net earnings remaining after payment of interest on advances by the Secretary of State and debenture capital (but not the share capital) being divided between the Secretary of State and the company in the proportions of three-quarters to the former and one-quarter to the latter. The new contract gave the Secretary of State the right to take possession of the line on the 30th June 1905, or subsequently at intervals of 10 years, on repaying the company's capital at par. The rate of interest guaranteed to the Southern Mahratta Railway Company was also 3½ per cent.; in this case the balance of net earnings remaining after payment of interest on advances by the Secretary of State (but not on share or debenture capital) was divisible in the same way as in the case of the Bengal Central Railway Company. The guarantee to the Indian Midland and Bengal-Nagpur Railway Companies was 4 per cent.; and the Secretary of State was entitled to three-quarters of the surplus profits in excess of all interest charges. The lines constructed by the three companies last mentioned were declared to be the property

of the Secretary of State, who had the right to determine the contracts at the end of approximately 25 years after their respective dates, or at subsequent intervals of 10 years, on repaying at par the capital provided by the companies.

The Assam Bengal Railway Company was formed on similar lines in 1892, except that any surplus profits were to be divided between the Secretary of State and the company in proportion to the capital provided by each. The rate of guarantee in this case was 3½ per cent. for the first six years and thereafter 3 per cent.

The terms of guarantee given to the companies formed since 1880 have thus been much more favourable to the Government than in the case of those formed before 1869.

Termination of Contracts of the Old Guaranteed Companies.—In dealing with the guaranteed companies formed before 1869 and with those formed in 1881 and subsequently, it has been the practice (except in the cases mentioned above, when the purchase of some of the old guaranteed lines was postponed in order to secure to the Government a share in surplus profits) to use in some way or other at the earliest possible date the right reserved by the Government of terminating the contracts of the various companies. The method of making use of this right has differed in different cases. The Eastern Bengal, the Oudh and Rohilkhand, the Sind-Punjab and Delhi and the Southern Punjab lines were purchased and transferred to State management, the last two now forming part of the North Western Railway. Similarly, the Bengal Central line was purchased and made part of the Eastern Bengal Railway. The Madras and the Indian Midland lines were acquired but left, after acquisition, under the management of companies working other lines with which it was advantageous to amalgamate them. In the cases of South Indian, Bombay, Baroda and Central India, Southern Mahratta, and Bengal-Nagpur, the course adopted has been to arrange for the continuance of management by the original company (or by a new company closely related to the old one), but to secure more favourable financial conditions for the State by one or more of the following methods:—reduction of the amount of capital retained by the companies in the undertakings, reduction of the rate of interest guaranteed by the State on such capital and modification in favour of the Government of the clauses relating to the division of surplus profits. This method was adopted also in regard to the East Indian and the Great Indian Peninsula Railways, but the contracts under which they were being worked having terminated on the 31st December 1924 and the 30th June 1925 respectively, the management of these lines has been taken over by the State from those dates. Similarly the management of the Burma Railways was taken over by the State on the termination of the contract with the Burma Railways Company on the 31st December 1928.

Arrangements between the Government and Companies at present.—The relations between the Government and the guaranteed companies now working railways may be summarised as follows:—

The lines that they work are the property of the State.

The greater part of the capital is the property of the Government, either through having been originally supplied by it or through the acquisition by the Government of the greater part of the companies' interest on the termination of old contracts.

When funds are required for further capital expenditure, the Government has the option either of providing them or of calling on the company to provide them. Both the Government and the company usually receive interest at a fixed rate on their capital and surplus profits are divided between the Government and the company in the various proportions provided for by the contracts. The company's share is in most cases only a small proportion of the total amount.

All the contracts are terminable at the option of the Secretary of State, at specified dates; and on termination the company's capital is repayable at par.

The administrative control exercised by the Government over the companies is as follows:—

The company is bound to keep the line in good repair, in good working condition, and fully supplied with rolling-stock, plant, and machinery; to keep the rolling-stock in good repair and in good working condition; and to maintain a sufficient staff for the purposes of the line;—all to the satisfaction of the Secretary of State.

The Secretary of State may require the company to carry out any alteration or improvement in the line, or in the working that he may think necessary for the safety of the public or for the effectual working of the line.

The Secretary of State may require the company to enter into agreements, on reasonable terms and conditions, with the administrations of adjoining railways for the exercise of running powers, for the supply to one another of surplus rolling-stock, for the interchange of traffic and rolling-stock and

the settlement of through rates, and for additions and alterations to, or the redistribution of, existing accommodation in junctions or other stations in view to their convenient mutual use.

The train service is to be such as the Secretary of State may require. In order to secure a general control over the rates quoted by companies, the Secretary of State has retained power to settle the classification of goods and to authorise maximum and minimum rates within which the companies shall be entitled to charge the public for the conveyance of passengers and goods of each class.

The company has to keep such accounts as the Secretary of State may require, and these are subject to audit by the Secretary of State.

In all other matters relating to the line the company is made subject to the supervision and control of the Secretary of State, who may appoint such persons as he may think proper for the purpose of inspecting the line, auditing the accounts, or otherwise exercising the powers of supervision and control reserved to him. In particular, the Secretary of State has the right to appoint a Government Director to the Board of the company, with a power of veto on all proceedings of the Board. All the moneys received by the company in respect of the undertaking, whether on capital or revenue account, have to be paid over to the Secretary of State.

All expenditure by the company has to be stated and submitted for the sanction of the Secretary of State.

Thus, the Government has the preponderating financial interest in the lines worked by the two classes of guaranteed companies, those formed before 1869 and retained as working agencies with reduced capital after purchase, and those formed on terms more favourable to the State after 1880; it has exceedingly wide control over the methods of working; and it has the right of taking possession of the lines at specified times on repayment at par of the capital of the companies.

Other Lines Worked by Companies.—In addition to the lines referred to above, and apart from lines constructed by Branch line companies, District Boards and Indian States, two lines of some importance have been constructed by companies which receive no direct assistance by the Government, namely, the Bengal and North-Western Railway and the Rohilkund and Kumaon Railway. (The Rohilkund and Kumaon Railway Company was guaranteed interest at 4 per cent. during construction and received for 10 years thereafter a subsidy of Rs. 20,000 per annum. This ceased in 1894). While, however, these companies have no guarantee or other direct payment from the Government, they derive some advantage (partly through direct participation in profits and partly through reduction of expenses) from the fact that the working of certain State lines has been entrusted to them, the Tirhoot Railway to the former company and the Lucknow-Bareilly Railway to the latter. Their lines can be purchased by the State in 1937 or 1942 on terms which are different in respect of the different sections of the lines, but are, on the whole, much more favourable to the companies than those provided for in the contracts with the guaranteed companies. Failing purchase in 1937 or 1942, the lines will become the property of the State in 1981 on payment of certain amounts. The general administrative control exercised by the State over these companies and the control over expenditure are similar to that which is exercised, as explained above, over guaranteed companies.

APPENDIX C.

The Organisation for Government control.

The initial policy of the Government of India for the construction and working of railways was the establishment of guaranteed railway companies of English domicile. Control over the operations of these companies was at first secured through the appointment of a Consulting Engineer of Guaranteed Railways. Some years later local Consulting Engineers were appointed for the exercise of control over guaranteed railways and over State-owned railways in the construction of which the State had been financially interested and which had been leased to companies for working. These officers combined the duties of supervision and control on behalf of the Government of India and of an Inspector under the Government of India Railway Act. The Government of India were not directly concerned with the ownership of railways until 1868 when the Calcutta and South Eastern Railway was surrendered to the Indian Government under the terms of the contract between the Secretary of State and the Company.

Owing to the Government of India having in 1869 definitely adopted the policy of direct construction and ownership of railways, a period of rapid development of railway construction ensued and it became necessary to relieve the Public Works Department Secretariat of the Government of India in some measure of the detailed control of railways. Accordingly in 1874 a State Railway Directorate was established and the greater portion of the State Railway establishment and business connected with State Railway Administration was transferred to the control of the Director of State Railways, an officer who functioned on much the same lines as the head of a department under the Government of India. The Consulting Engineer to the Government of India for State Railways was at the same time associated with him but all important matters had still to be referred to the Public Works Department. A special Deputy Secretary in the Railway Branch of the Secretariat of the Public Works Department was also appointed to conduct the correspondence between the Government of India and these officers.

Early in 1877 a further change was made in the organisation responsible for the administration and control of State Railways and in the place of one Director of State Railways three Directors of territorial systems and one Director of State Railways Stores were appointed. These territorial divisions comprised the following systems:—

Central	1,179 miles,
Western	927 miles,
and North Eastern	830 miles.

This division of the administration on a territorial basis proved unsatisfactory in practice as it resulted in the issue of conflicting orders as far as the management of open lines was concerned although no difficulty was experienced in the supervision of new construction.

As the number of lines under construction had decreased and in order to remedy the defect just mentioned, it was decided in 1880 to abolish the Directors of the Central and Western Systems and to transfer the work allotted to them to the Consulting Engineers of the neighbouring guaranteed railways. The abolition of these two appointments resulted in an increase in the administrative work of the Secretariat and it was found necessary to raise the status of the Deputy Secretary to whom the powers previously exercised by the Directors had been entrusted, to that of Director General of Railways.

In the revised organisation the Consulting Engineer to the Government of India for State Railways was associated with the Director General of Railways and assisted the latter primarily in an advisory capacity in matters of civil engineering while the Director of Stores similarly acted in matters concerning stores and rolling-stock and at the same time was an adviser in matters affecting establishment. The Director of Traffic was appointed at the same time as an adviser on traffic problems and the accounts work of the department was placed under the Accountant General, Public Works Department.

Government control and supervision of the Guaranteed Railways continued to be exercised by the Local Consulting Engineers to Government. There were five such officers at the time with headquarters at Bombay, Madras, Calcutta, Lahore and Lucknow. The Consulting Engineers at Madras and Bombay worked directly under the Government of these Presidencies, while those at Calcutta, Lahore and Lucknow were under the immediate orders of the Government of India. Under this arrangement practically all powers affecting the finances and day to day management of the

railways were vested either in the Consulting Engineers or in the Government, both for the guaranteed railway companies and later on for State Railways which had been leased for working to railway companies.

The following is a list of the administrative appointments that existed in 1881:—

1. Member of the Governor General's Council, Public Works Department.
2. Secretary, Public Works Department.
3. Deputy Secretary, Railway Branch.
4. Under Secretary, Railway Branch.
5. Consulting Engineer of State Railways.
6. Director General of Railways.
7. Director of Construction.
8. Accountant General, Public Works Department.
9. Director of State Railways, Stores.
10. Three Assistants to the Director General of Railways.
11. Consulting Engineers for Guaranteed Railways at Calcutta, Lahore and Lucknow.
12. Deputy Consulting Engineers for Guaranteed lines, Calcutta, Lahore and Lucknow.

Madras and Bombay.

13. Joint Secretary, Railway Branch and Consulting Engineer for Railways.
14. Deputy Secretary, Public Works Department.

Punjab.

15. Secretary, Public Works Department.

By this time also Local Governments and Administrations had been induced to take a practical interest in the management of railways and in a few cases short extensions had been constructed from funds the interest of which Local Governments had accepted responsibility to pay. Such lines were controlled by the Local Governments concerned under the general supervision of the Government of India.

After 1881 further alterations of a more or less detailed character were made in the administrative organisation and by 1890 the following changes had taken place. Instead of a Deputy Secretary and Under Secretary, Railway Branch, there were then only an Under Secretary and an Assistant Secretary, Railways, in the General Branch. The posts of Director of State Railways, Stores, and Director of Construction had disappeared and in their place there was an Under Secretary, who was an *ex-officio* Deputy Director General of Railways. The post of Accountant General, Railways, had also been abolished and the Accountant General, Public Works Department, was once more made responsible for this work.

Further changes were made in 1897. In that year the post of Director General of Railways was abolished and the post of a Secretary to the Government of India in the Public Works Department was created in its place. The other administrative and secretariat appointments at the headquarters of the Government of India at the time were:—

(1) Director of Railway Construction, and Deputy Secretary and *ex-officio* Director of Stores.

(2) Director of Railway Traffic, and Deputy Secretary and *ex-officio* Director of Railway Statistics.

(3) Two Under Secretaries.

(4) Two Assistant Secretaries.

(5) One Mechanical Assistant.

The post of Consulting Engineer for State Railways was also abolished and his duties transferred to the two Directors. The supervision of the accounts work of the Department, however, still remained under the Accountant General, Public Works Department, who was also an *ex-officio* Deputy Secretary to the Government of India.

In October 1901, Sir Thomas Robertson, C.V.O., was appointed by His Majesty's Secretary of State for India in Council as Special Commissioner for Indian Railways to enquire into and report on the administration and working of Indian Railways. In his report, which became available in 1903, Sir Thomas recommended that the administration of the railways in India should be entrusted to a small Board consisting of a President or Chief Commissioner who should have a thorough practical knowledge of railway working, and should be a member of the Viceroy's Council for railway

matters, and two other Commissioners who should be men of high railway standing and should have a similar training to that of the President. He recommended that the Board should, in addition to the necessary office establishment, be provided with—

(1) A Secretary who should have received a suitable training in the practical working of railways, and who should be *ex-officio* a Secretary to the Government of India.

(2) A Chief Inspector of Railways, to advise on all technical, engineering and mechanical questions.

(3) A suitable number of Government Inspectors.

Sir Thomas Robertson's recommendations were carefully considered by the Governor General in Council and the Secretary of State, and early in 1905 it was decided that the Railway Branch of the Public Works Department of the Government of India should be abolished and that the control of the railway systems in India should be transferred to a Railway Board consisting of three persons, a Chairman and two Members. The Chairman of the Board was vested with the general control of all questions committed to the Railway Board with power to act on his own responsibility subject to confirmation by the Board. The Railway Board were authorised to delegate to the Chairman or a member the power of settling questions which might arise on any tour of inspection, such decision to be recorded subsequently as an act of the Railway Board. The Board was made subordinate and directly responsible to the Government of India in the Department of Commerce and Industry.

The Railway Board assumed office in March 1905 and were provided with the following establishment:—

1. Secretary.
2. Examiner of Accounts.
3. Under Secretary, Construction.
4. Under Secretary, Traffic.
5. Registrar.
6. Director of Railway Construction.

Certain changes were, however, made in the following year and the establishment then consisted of:—

1 Secretary.
3 Assistant Secretaries; one each for Establishment, Construction and Traffic.
1 Registrar.
1 Director of Railway Construction.
1 Railway Accounts Officer.

Sir Thomas Robertson had further suggested in his detailed recommendations that extended powers, both administrative and financial, should be delegated to Boards of Directors of Companies, that the appointments of Consulting Engineers should be abolished and that the work which they performed under the Railways Act should be entrusted to a body of Government Inspectors to be appointed for the purpose. These recommendations were given effect to in a modified form in 1908.

Within a short time after the constitution of the Railway Board, it was found that work was being hampered by having the Commerce and Industry Department between the Railway Board and the Governor General in Council and in October 1908 on the recommendations of the Railway Finance Committee presided over by Sir James Mackay (now Lord Inchcape), the following changes were introduced:—

(1) The appointment of the Chairman of the Railway Board was changed into that of President of the Railway Board and enhanced powers were vested in the President.

(2) The Board with its staff became collectively the Railway Department distinct from and independent of the Department of Commerce and Industry, though remaining under the administrative charge of the Hon'ble Member, Commerce and Industry Department, as the Railway Member.

(3) The President of the Board was given direct access to the Viceroy as if he were a Secretary to the Government of India.

At the same time in consequence of the amalgamation of the Public Works Department Accounts and Civil Audit Establishments under the control of the Finance Member of the Government of India the appointment of Accountant General, Public Works Department, was abolished and the appointment of Accountant General, Railways, was revived.

In 1909 the post of Director of Railway Construction was abolished and the appointment of Chief Engineer with the Railway Board for the purpose of advising the Railway Board on technical matters connected with Civil Engineering was created.

In January 1914, it was decided that the importance of financial and commercial considerations in connection with the control of Indian railway policy justified a modification of the rule that the President and Members of the Railway Board should all be men of large experience in the actual working of railways. It was then decided that in future one member who equally with the others might be appointed President should be selected for commercial and financial experience and a member with the necessary qualifications was appointed.

This arrangement was, however, altered in 1920 when it was decided that all the three members of the Board should possess railway experience. To assist the Board however, in the consideration of financial questions, the post of Financial Adviser to Railway Board was created.

Owing to the expansion of railways in India and the increased work thrown on the Board a second Assistant Secretary, Engineering, was appointed in 1914, and in 1916 the duties of the Construction Branch were divided between one branch dealing with Projects under an Assistant Secretary and a second branch dealing with Way and Works which was sometimes under a separate officer and at other times under the Secretary or Chief Engineer. In 1922 the charge of the Way and Works branch was divided between the Assistant Secretary in charge of Projects and the Assistant Secretary in charge of Stores.

In November 1922, the Board's establishment was strengthened by the appointment of a Chief Mechanical Engineer. This appointment was created to enable the Board to have at headquarters a reliable adviser on matters connected with mechanical engineering.

During 1921 a Committee presided over by Sir William Acworth visited India and one of the questions refered to was the evolution of a satisfactory authority for the administration of the varied functions which the Railway Board had to perform as:—

(*a*) the directly controlling authority of the three State-worked systems aggregating 9,028 miles,

(*b*) representative of the predominant owning partner in systems aggregating 22,949 miles,

(*c*) the guarantor of many of the smaller companies,

(*d*) the statutory authority over all railways in India.

The Acworth Committee recommended in their report:—

(1) that a new Department of Communications responsible for railways, ports and inland navigation, road transport and posts and telegraphs under a Member of Council in charge of Communications should be created.

(2) that under the Member of Council for Communications there should be a technical staff consisting on the railway side of a Chief Commissioner and four Commissioners and that of the four one should be in charge of finance and the organisation and staff of the office and the other three Commissioners should be in charge of three respective divisions, Western, Eastern and Southern,

(3) that the technical staff attached to the Commission should be strengthened specially on the traffic side.

The Government of India, though they did not accept the first recommendation of the Acworth Committee, agreed to the re-organisation of the Railway Board being undertaken on the principles underlying the report of the Acworth Committee. The appointment of a Chief Commissioner was accordingly sanctioned in November 1922, and in accordance with the recommendations of the Acworth Committee he is solely responsible, under the Government of India, for arriving at decisions on technical questions and advising the Government of India on matters of Railway policy; he is not liable to be over-ruled, as the President was, by his colleagues in the Railway Board.

The first duty of the Chief Commissioner was to work out detailed proposals for the re-organisation of the Railway Board and as a first step he made recommendations to the Government of India for the immediate appointment of a Financial Commissioner. This recommendation was strongly endorsed by the Indian Retrenchment Committee and the appointment of the Financial Commissioner was made in April 1923 with the sanction of the Secretary of State. The further proposals of the Chief Commissioner for the re-organisation of the Railway Board were accepted by the Government of India and the Secretary of State and were introduced from the 1st April 1924. It was decided, however, for reasons connected with the present statutory position of the Railway Board, and to avoid confusion with the provisions for a Railway Commission under Chapter V of the Railways Act, to retain the name "Railway Board"

for the headquarters organisation of the Railway Department instead of " Railway Commission " as recommended by the Acworth Committee.

The Railway Board as then reconstituted consisted of the Chief Commissioner as President, the Financial Commissioner and two Members, the Chief Commissioner being Secretary to the Government of India in the Railway Department. The proposal of the Acworth Committee that the Indian Railways should be sub-divided into three territorial divisions with a Commissioner in charge of each was not accepted, and the work of the Members of the Board was divided on the basis of subjects and not on a territorial basis. One Member dealt with technical subjects and the other with general administration, personnel and traffic subjects, the Financial Commissioner representing the Finance Department on the Board and dealing with all financial questions.

The re-organisation carried out in 1924 had for one of its principal objects the relief of the Chief Commissioner and the Members from all but important work so as to enable them to devote their attention to larger questions of railway policy and to enable them to keep in touch with Local Governments, railway administrations and public bodies by touring to a greater extent than they had been able to do in the past. This object was effected by placing a responsible Director at the head of each of the main branches of the Board's work, namely Civil Engineering, Mechanical Engineering, Traffic and Establishment. The former Chief Engineer and the Chief Mechanical Engineer who had been employed mainly in consultative work, became Directors and together with the Directors of Traffic and Establishment have been made responsible for the direct disposal of the work of their branches under the general orders of the Railway Board.

The posts of Joint Secretary and 4 Assistant Secretaries were replaced by 6 Deputy Directors working under the Directors and in charge of branches dealing with Establishment, Works, Projects, Stores, Statistics and Traffic. One Assistant Director was also added to supervise the Technical Branch and the Drawing Office. The disposal of the general work of the Railway Board was provided for by the continuance of the post of Secretary in whose name all letters and orders of the Board are issued. The position of the Board as a Department of Government of India has been maintained and it works under the Member for Commerce and Railways. As already stated the Chief Commissioner is the Secretary to the Government of India in the Railway Department and orders issued by the Board over the signature of the Secretary are orders of the Government of India.

Experience of the working of this organisation during 1924-25 and the decision agreed to by the Legislative Assembly in September 1924 to separate railway finances from the general finances of the country made it necessary to appoint a Deputy Director and an Assistant Director of Finance. An Assistant Director of Statistics was also added during that year. Later a Director of Finance was added to the establishment occupying, as regards disposal of work, the same position as the Directors referred to above.

Further experience of the reduction of work resulting from the large delegation of powers and responsibility to the Agents of State-managed Railways and the Board of Directors of Company-managed railways enabled a re-arrangement of work to be made during 1925-26 accompanied by a reduction in the staff. Under this re-arrangement the posts of 3 Deputy Directors, an Assistant Director and the Assistant Secretary were held in abeyance. The personnel work was transferred from the Director of Establishment to the Secretary and a temporary post of Deputy Secretary was created. Further a separate technical office was established to take charge of the technical work of the engineering branches. The Technical Officer also acted as *ex-officio* Secretary to the permanent Standardisation Committees which were appointed to deal progressively with all questions of standards of equipment.

This arrangement was found, however, to be inadequate. In addition to the general increase in work in the Railway Board's Office consequent on the taking over of the East Indian, Great Indian Peninsula and Burma Railways under State control labour problems had assumed such importance and were so rapidly increasing in number and complexity that it was not possible to deal with them effectively without the appointment of additional staff. Accordingly it was decided to create an additional post of Member of the Railway Board to deal with staff and labour questions; leaving the Member in charge of Traffic, who had hitherto been dealing with establishment matters, to devote his whole time to questions relating to the Transportation and Commercial aspects of Railway work.

It was also decided to revive the post of Deputy Director, Establishment, so as to free the Director of Establishment from this work, and thus enable him to give his time to the study of problems of railway labour. Of the two posts of Deputy Directors of Traffic and Statistics one was held in abeyance from 1925 and the two posts have since been amalgamated.

In October 1930 the compilation of statistical information which used previously to be done in the Board's office was entrusted to the Controller of Railway Accounts, and

with the transfer of this work, the post of Assistant Director of Satistics was also transferred from the Railway Board's office to that of the Controller of Railway Accounts.

In 1931-32, in view of the decline in traffic earnings and in the number and magnitude of Engineering works owing to financial stringency, the possibility of making temporary reductions in the organisation of the Board was explored and as a result of this examination and with the approval of the Secretary of State for India the following superior posts have been held in abeyance with effect from the dates noted below:—

Member, Traffic—29th March 1932.

Member, Engineering—5th May 1932.

Director, Civil Engineering—4th December 1931.

Director, Mechanical Engineering—1st April 1932.

Deputy Secretary—1st March 1932.

Assistant Director of Finance—31st July 1931.

It was also decided, for so long as the post of Member Traffic, was held in abeyance, to create an additional temporary post of Deputy Director, Traffic, with effect from the 1st April 1932.

The re-organisation was complete in May 1932, and then the superior staff in the office of the Railway Board consisted of the Chief Commissioner, the Financial Commissioner, 1 Member, 3 Directors, 6 Deputy Directors and 1 Secretary.

Shortly after this, however, it was recognised that unless the work was to be seriously delayed, it would be impossible for the Chief Commissioner who had taken over the duties of the Member Engineering, after that post had been held in abeyance, to devote the time that was necessary for the disposal of Civil Engineering business in the Railway Board's office and it was accordingly decided to revive the post of Director of Civil Engineering, which was being held in abeyance since December 1931, with effect from November 1932, from which date the post of Deputy Director, Civil Engineering is being held in abeyance. It was also decided in October 1932 to convert the post of Chief Superintendent to that of Assistant Secretary.

The existing superior staff in the Railway Board's office consists of the Chief Commissioner, the Financial Commissioner, 1 Member, 4 Directors, 5 Deputy Directors, 1 Secretary and 1 Assistant Secretary.

For the conduct of the work connected with the production of standard designs and specifications for all classes of materials, plant and rolling stock in use on Indian Railways, a Central Standards Office for Railways was formed in January 1930 for a period of 5 years as an experimental measure. On the formation of the above office the post of Technical Officer with the Railway Board was abolished.

APPENDIX D.

Resolution regarding the separation of railway from General Finances, adopted by the Legislative Assembly on the 20th September 1924.

" This Assembly recommends to the Governor General in Council that in order to relieve the general budget from the violent fluctuations caused by the incorporation therein of the railway estimates and to enable railways to carry out a continuous railway policy based on the necessity of making a definite return to general revenues on the money expended by the State on Railways.

(1) The railway finances shall be separated from the general finances of the country and the general revenues shall receive a definite annual contribution from railways which shall be the first charge on the net receipts of railways.

(2) The contribution shall be based on the capital at charge and working results of commercial lines, and shall be a sum equal to one per cent. on the capital at charge of commercial lines (excluding capital contributed by companies and Indian States) at the end of the penultimate financial year *plus* one-fifth of any surplus profits remaining after payment of this fixed return, subject to the condition that, if in any year railway revenues are insufficient to provide the percentage of one per cent. on the capital at charge surplus profits in the next or subsequent years will not be deemed to have accrued for purposes of division until such deficieney has been made good.

The interest on the capital at charge of, and the loss in working, strategic lines shall be borne by general revenues and shall consequently be deducted from the contribution so calculated in order to arrive at the net amount payable from railway to general revenues each year.

(3) Any surplus remaining after this payment to general revenues shall be transferred to a railway reserve; provided that if the amount available for transfer to the railway reserve exceeds in any year three crores of rupees only two-thirds of the excess over three crores shall be transferred to the railway reserve and the remaining one-third shall accrue to general revenues.

(4) The railway reserve shall be used to secure the payment of the annual contribution to general revenues; to provide, if necessary, for arrears of depreciation and for writing down and writing off capital; and to strengthen the financial position of railways in order that the services rendered to the public may be improved and rates may be reduced.

(5) The railway administration shall be entitled, subject to such conditions as may be prescribed by the Government of India, to borrow temporarily from the capital or from the reserves for the purpose of meeting expenditure for which there is no provision or insufficient provision in the revenue budget subject to the obligation to make repayment of such borrowings out of the revenue budgets of subsequent years.

(6) A Standing Finance Committee for Railways shall be constituted consisting of one nominated official member of the Legislative Assembly who should be chairman and eleven members elected by the Legislative Assembly from their body. The members of the Standing Finance Committee for Railways shall be *ex-officio* members of the Central Advisory Council, which shall consist, in addition, of not more than one further nominated official member, six non-official members selected from a panel of eight selected by the Council of State from their body and six non-official members selected from a panel of eight elected by the Legislative Assembly from their body.

The Railway Department shall place the estimate of railway expenditure before the Standing Finance Committee for Railways on some date prior to the date for the discussion of the demand for grants for railways and shall, as far as possible, instead of the expenditure programme revenue show the expenditure under a depreciation fund created as per the new rules for charge to capital and revenue.

(7) The railway budget shall be presented to the Legislative Assembly if possible in advance of the general budget and separate days shall be allotted for its discussion, and the Member in charge of Railways shall then make a general statement on railway accounts and working. The expenditure proposed in

the railway budget, including expenditure from the depreciation fund and the railway reserve, shall be placed before the Legislative Assembly in the form of demands for grants. The form the budget shall take after separation, the detail it shall give and the number of demands for grants into which the total vote shall be divided shall be considered by the Railway Board in consultation with the proposed Standing Finance Committee for Railways with a view to the introduction of improvements in time for the next budget, if possible.

(8) These arrangements shall be subjected to periodic revision but shall be provisionally tried for at least three years.

(9) In view of the fact that the Assembly adheres to the resolution passed in February 1923, in favour of State management of Indian Railways, these arrangements shall hold good only so long as the East Indian Railway and the Great Indian Peninsula Railway and existing State-managed railways remain under State management. But if in spite of the Assembly's resolution above referred to Government should enter on any negotiations for the transfer of any of the above railways to Company management such negotiations shall not be concluded until facilities have been given for a discussion of the whole matter in the Assembly. If any contract for the transfer of any of the above railway to Company management is concluded against the advice of the Assembly, the Assembly will be at liberty to terminate the arrangements in this Resolution.

Apart from the above convention this Assembly further recommends—

(i) that the railway services should be rapidly Indianised, and further that Indians should be appointed as Members of the Railway Board as early as possible, and

(ii) that the purchases of stores for the State Railways should be undertaken through the organisation of the Stores Purchase Department of the Government of India."

APPENDIX E.

Government of India, Railway Department, Resolution No. 2131-F., dated the 19th February 1925, on the subject of the financing of branch lines of Railways.

The Governor General in Council, with the sanction of His Majesty's Secretary of State for India, is pleased to issue the following orders on the subject of financing of Branch Lines, in supersession of all previous orders on the subject.

1. Branch and Feeder Lines are constructed under an agreement by which the State guarantees a minimum return on the capital, or alternatively, undertakes that the line shall receive, out of the earnings of the main line from traffic contributed by the branch, such a sum, known as a rebate, as will make up the total earnings of the branch to a given sum, while the branch in each case shares with the main line any profits exceeding the guaranteed minimum.

2. This method of encouraging the construction of lines originated 30 years ago simply because the Government of India was unable to furnish the necessary capital.

3. The Acworth Committee pointed out that this method, while enabling lines to be built which would otherwise not have been built, has no other merit. The financial terms usual before the war are now quite inadequate and if the system is to continue they will have to be revised. All the witnesses before the Committee who asked for a revision of the terms admitted that, if the main line were in a position to build a given branch itself, they would prefer that it should be done by the main line rather than that it should be done as a separate undertaking.

4. Amongst the disadvantages pointed out by the Committee are the following:—

(i) The Branch Line Company is usually a fifth wheel to the coach. It implies in some cases a separate construction staff; it always implies a separate Board of Directors, and separate accounts.

(ii) Where the branch is worked by the main line, if its Directors feel that the management is unsatisfactory, they not only make representations to the main line administration, but in the last resort can appeal to the Railway Board which does not make for harmony.

(iii) Capital raised by a small private undertaking, even with a Government guarantee, will cost more than money raised by the State.

(iv) Inconceivable confusion results from the multiplication of independent Railway Companies—each company, small or great, desires to reserve for itself a separate sphere of influence; and jealously demands that, if any new-comer intrudes into that sphere, he shall pay toll to the original concessionaire. This only complicates a situation which ought to be considered solely from the point of view of the public interest. New proposals for the extension or connection of lines by small independent companies are either refused owing to protests by the old company or only permitted on a basis of elaborate accounting between the new company and the old for the profits which hypothetically would have belonged to the old line had the new line not been opened.

5. The only arguments urged in favour of the Branch Line Companies were:—

(i) That money had been raised which the Government of India was unable to furnish.

(ii) That a claim was made that the Branch Line Company obtained from local sources money that would never be subscribed to a Government loan.

(iii) That there may be cases of a Branch Line of smaller gauge *worked independently*, which the Branch Line Company can operate more economically than a main line.

6. The Acworth Committee, therefore, so far from approving of this system considered that the aim of the Government should be to reduce by amalgamation the number of existing companies and that it should only be in cases where the State cannot or will not provide adequate funds that private enterprise in the direction should be encouraged.

7. The disadvantages pointed out by the Acworth Committee required to be even further amplified. The existing Branch Line Companies have ceased for some time to raise additional capital for capital requirements. They have either obtained overdrafts from various Banks for this purpose at heavy rates of interest or issued debentures at special rates of interest (usually about 7 per cent.) or in several cases asked for money to

be advanced to them by the Railway Board. So far, therefore, from reducing the amount that the Government of India have to raise in the open market, they are at present increasing that amount.

8. Another serious disadvantage which is not mentioned by the Acworth Committee is that the main line usually works the Feeder or Branch Line for a remuneration which, in most cases, is limited to a maximum of a fixed percentage of the gross earnings of the Branch Line (usually 40 per cent. or 50 per cent.)—terms of remuneration which at present are grossly inadequate. The result of this arrangement is that many of the main lines whose working expenses are from 60 to 80 per cent. of the gross earnings are saddled with heavy expenditure which ought to have been debited to Branch Line Companies. Where the Branch Line Companies are " successful ", that is, where the shares stand at a high figure, their profits are inflated owing to their working expenses being thus artificially reduced. Again, where in the case of less " prosperous " Branch Line Companies, the Government has to make a direct subsidy in order to make up the guaranteed interest on the capital, the amount paid by way of subsidy does not reveal the true loss of the Government in connection with the Branch Line Company. To this subsidy should be added also the additional loss incurred from the main line working the Branch Line at less than the actual cost. Even this, however, does not give a complete statement of the loss sustained by Government in connection with these Companies. These Companies have been supplied with land free of charge and the cost of such land is not taken into account either in the Capital or the Revenue Accounts of the Companies concerned.

9. The only real argument in favour of these Companies is that they must be utilised in cases where the Government itself is unable or declines to raise the necessary amount of capital for new constructions. It is doubtful whether such a position is likely to recur in the future. It is admitted that to use the agency of these Companies is a far more expensive method of raising money for the construction of railways than direct Government loans can ever be. The amount of assistance given by Branch Line Companies in the past has been trivial; the total amount of capital raised through the agency of Branch Line Companies has only been about Rs. $10\frac{3}{4}$ crores—an amount which in itself is less than the lapse that occurred last year in the provision for capital expenditure in the Railway Budget.

10. The difficulties and complications now experienced in connection with these Branch Line Companies are out of all proportion to the insignificant financial facilities offered by the Companies. The Government of India have therefore decided that the Branch line policy should be abandoned and that an endeavour should be made to reduce the number of the existing Branch Line Companies. If on any occasion the Government of India should be unable to find funds for construction (which is not the case at present), and should it be considered advisable to tap fresh sources for subscription to railway loans by offering terms different from those given to the ordinary Government loans, that is, by offering not only a fixed rate of interest, but a share in the profits of a particular Branch Line, there appears to be no particular advantage of using a financial half-way house specially to float a loan on such terms; there appears to be no reason why the Government should not float the loan direct. But it will probably be found sufficient to raise short term debentures at a high rate of interest—to be liquidated when the loan market is favourable—a procedure adopted now by the Branch Line Companies, but at a higher rate of interest than would be necessary for the Government.

11. There remains the case of the District Board Railways for which some of the capital or the security for the capital is secured by a special cess levied by the District Board throughout the district.

The Acworth Committee pointed out that where a District Board was the promoter of a new Branch Line, considerations other than purely commercial came into play with the result of further complications and confusion. In a footnote to the report they referred to the views expressed by the Madras Government who had drawn attention to a case in which, although no short-circuiting was involved, there had been a delay of over 10 years in arriving at a decision in regard to the terms for working a District Board Railway by the South Indian Railway Company. The amount of capital raised by District Boards for such lines has been only Rs. 137 lakhs while the amount raised by Company lines subsidised by District Boards amounts to Rs. $2\frac{1}{4}$ crores. These amounts are insignificant as compared with the total capital raised by the Government and it is clear that the relief afforded to the Government of India in raising the loans is quite disproportionate to the great complications which have resulted in the working of the railway administration. Loans raised direct by the District Boards do not relieve the market of the Government of India; the money is ultimately borrowed from the Government of India.

12. The legal position regarding the powers of District and Local Boards in the matter of railway construction and management depends in part on the Indian Railways Act, 1890, which, in the absence of express exclusion of its application, extends to all District Board railways and, in part on the nature of the provision made in the matter

in the District or Local Boards Act of the province concerned. It is only in the Madras Presidency that the question has assumed prominence and it will suffice to indicate briefly the nature of the provisions contained in the Madras Local Boards Act, 1920. Action under section 113 of that Act can only be taken " with the previous sanction of the Government of India ". Having obtained such sanction, a District Board may either itself construct and maintain a railway within, or partly within, the local area under the control of the Board, or may subscribe to any debenture loan raised by the Government of India or by any other local authority or by any company for the construction or maintenance of any railway which the Board considers likely to be of benefit to the district, or may guarantee the payment from the district fund of such sums as it shall think fit as interest on capital expended on any such railway (that is, whether the railway is constructed by the Government of India or by any other local authority or by a Company).

Section 236 of the same Act provides that the accumulations of a local railway cess may be utilised for all or any of the purposes specified in section 113, including the guaranteeing of payment of interest on capital spent on a railway.

A District Board in Madras, therefore, can guarantee the payment from the district fund of the money sufficient to make up minimum interest on capital expended on a railway within its area whether such railway is constructed by the Government of India or by a Company, the only disadvantage attaching to this particular form of guarantee being that the Act does not make the payment of the guaranteed interest a first charge on the District Board Fund.

13. The Government of India could not reasonably use their powers under the Indian Railways Act, 1890, or under, *e.g.*, section 113 of the Madras Local Boards Act, 1920, to prevent a District Board or a local body from constructing a light railway or a tramway which had no physical connection with any existing main line and which that local body proposed to work itself or through a local company. But as things stand at present there is no reason for continuing the practice under which District Boards are allowed to make money out of Branch Lines connected with a main line when they themselves cannot make any arrangements for the working of the lines and require to have them run by the main lines.

14. These District Board railways must not be confused with the light and feeder railways which constitute a provincial subject under the Devolution Rules. The provincial subject in question comprises " light and feeder railways and extra-municipal tramways in so far as provision for their construction and management is made by provincial legislation ". That is to say, it comprises only individual light or feeder railways or extra-municipal tramways for the construction and management of which specific provision has been made by an Act of the local legislature of the province concerned. Hitherto, no such legislation has been enacted with the result that the entry in question in the provincial schedule, as also the qualifying words to entry 5 (*a*)* in the central schedule, have no operation, and all existing railways of every description are included in the central subject defined in the last-named entry. It should also be observed that the provincial subject in question is " subject to legislation by the Indian Legislature in the case of any such railway or tramway which is in physical connection with a main line or is built on the same gauge as an adjacent line ", the effect being that a provincial bill designed to provide for the construction of a light or feeder railway or extra-municipal tramway in physical connection with a main line or built on the same gauge as an adjacent main line would require the previous sanction of the Governor General under clause (*f*) of sub-section (3) of section 80-A of the Government of India Act; and it may be presumed that few occasions are likely to arise in which provision will be made by local legislation for the construction of a light or feeder railway not answering one or other of these descriptions.

15. The proposal set forth in this Resolution is not designed to evade the legitimate operation of the legal position described, in the case of District Board railways, in paragraph 12 and in the case of provincial light and feeder railways, in paragraph 14; but it follows from the proposal that Local Governments and District or Local Boards should not, in the absence of special circumstances, be encouraged to build branch or feeder lines. In other words, the normal procedure will be the construction by the Government of India, or at its cost, by a Company, of a branch line which a District Board or Local Government desires to have constructed and is prepared to guarantee. But, should the railway programme not permit the construction of such a line within a reasonable time, the possibility of permitting a District Board or Local Government to construct it from its own funds would require consideration.

Unremunerative Lines.

16. The above proposals relate to the procedure adopted in the past and the procedure which it is proposed to adopt in the future for the financing of the con-

* " Railways and extra-municipal tramways, in so far as they are not classified as provincial subjects under entry 6 (*d*) of Part II of this Schedule."

struction of branch or feeder lines expected to prove remunerative from the point of view of railway earnings only. But there are cases where the Local Governments or local authorities may desire that a line should be constructed which will not be remunerative on railway earnings and the construction of which is desired by them for purely local reasons on account of the administrative advantages it is likely to confer or for the development of a particular area. It is proposed that in future the Railway Board in such circumstances should have power to arrange for the construction of the line from railway funds if the Local Government or the local authority guarantees the Railway Board against loss. The guarantee would be to the effect that the local authority would make up the difference between the net earnings and the interest and other charges payable. As it is not desirable that the Central Government should make any profit out of such contributions by local authorities; it is also proposed that where contributions have been made by a local authority for this purpose the repayment of such contributions should be a first charge on any net profits subsequently realised from the line, should the line prove remunerative.

17. The Central Government must, however, retain the power to decide whether a line is to be built or not; the proposals in the preceding paragraph must not be taken to imply that a Local Government by giving a guarantee can require the Railway Board to construct a line. Proposals of a Local Government might run counter to the general railway policy or might take the form of short-circuiting railway traffic and so lead to a reduction of receipts from existing lines.

18. These proposals have been circulated to Local Governments and have been generally welcomed by them as affording a suitable method of reconciling central and local interests and of providing for local bodies and Local Governments a method of securing the construction of railways which may be required for purely local reasons, and which, while not likely to prove remunerative on purely railway earnings, are likely to provide such indirect benefits to Local Governments and local bodies as will more than repay the amounts paid under the guarantee. Several such arrangements have already been made with Local Governments.

APPENDIX F.

I.—GAZETTED OFFICERS.

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1934 as compared with 31st March 1933.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
1. *Agency Department*—																												
1·01. Europeans	2	2	4	4	3	3	8	8	4	3	4	4	5	4	7	6	5	5	6	5	1	1	3	3	1	1	53	49
1·02. Indians—																												
(*a*) Hindus	..	..	2	2	..	..	1	1	..	..	2	2	2	2	..	1	..	..	..	1	..	..	3	3	..	..	10	12
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	1	1	..	..	..	..	..	..	1	1	1	1	..	..	1	2	..	1	..	..	1	1	..	..	5	7
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1	..
(*f*) Other classes	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	..	..	2	2
(*g*) Total	..	..	3	3	..	..	1	1	1	1	4	4	3	3	1	2	1	2	2	3	..	..	4	4	..	..	20	23
1·03. Grand total	2	2	7	7	3	3	9	9	5	4	8	8	8	7	8	8	6	7	8	8	1	1	7	7	1	1	73	72
2. *Accounts Department*—																												
2·01. Europeans	..	..	6	6	6	6	8	8	3	4	..	2	3	4	7	8	6	7	1	..	1	1	4	4	..	..	45	50
2·02. Indians—																												
(*a*) Hindus	..	..	4	5	2	2	2	2	..	1	6	*9	5	7	2	2	2	2	9	5	2	2	7	6	1	1	42	*44
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1	..	..	..	..	3	3	5	4
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	1	1	..	..	1	1	2	1	..	1	6	8	1	1	1	2	1	1	..	..	1	..	..	..	14	16
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	2	1
(*e*) Indian Christians	..	..	..	..	..	..	1	1	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	1
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1	2	1	..	..	..	..	..	..	..	..	4	3
(*g*) Total	..	..	6	7	2	2	5	5	2	2	7	*10	11	15	4	4	5	5	13	7	2	2	8	6	4	4	69	*69
2·03. Grand total	..	..	12	13	8	8	13	13	5	6	7	*12	14	19	11	12	11	12	14	7	3	3	12	10	4	4	114	*119
3. *Engineering Department*—																												
3·01. Europeans	13	13	46	*48	20	21	35	35	28	29	19	*26	45	45	45	*51	28	30	47	49	3	3	27	28	8	10	364	*388
3·02. Indians—																												
(*a*) Hindus	5	5	11	11	4	3	14	13	2	2	12	13	32	28	8	*6	14	15	45	48	..	..	11	11	1	*1	159	156
(*b*) Muslims	3	2	1	1	2	2	..	..	..	1	2	1	4	5	5	5	..	..	8	8	2	1	..	..	..	..	27	26
(*c*) Anglo-Indians and Domiciled Europeans.	2	3	7	7	1	1	..	1	2	3	3	..	3	5	..	..	1	1	9	7	..	..	..	..	1	1	29	29
(*d*) Sikhs	1	1	..	..	..	..	..	1	..	..	1	1	..	..	..	..	..	..	4	4	..	..	..	..	..	..	6	7
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3	..	..	2	1	..	..	1	1	..	..	7	5
(*f*) Other classes	..	..	1	1	..	..	1	2	..	..	..	..	2	1	3	2	..	..	..	..	..	..	..	..	1	1	8	7
(*g*) Total	11	11	20	20	7	6	15	17	4	6	18	15	41	39	20	*16	15	16	68	68	2	1	12	12	3	*3	236	230
3·03. Grand total	24	24	66	*68	27	27	50	52	32	35	37	*41	86	84	65	67	43	46	115	117	5	4	39	40	11	*13	600	*618

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1934 as compared with 31st March 1933*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M., & S. M.		N. W.		R. & K.		S. I.		Ry. Board and Miscellaneous officers.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
4. *Transportation*—																												
4·01. Europeans	8	8	25	27	12	11	26	25	17	18	14	18	41	43	46	48	19	19	28	32	2	3	10	14	6	*7	254	*273
4·02. Indians—																												
(*a*) Hindus	3	4	16	14	1	1	7	7	..	..	11	11	10	12	8	10	6	6	17	15	..	..	11	10	1	1	91	91
(*b*) Muslims	1	1	5	5	2	1	2	2	..	..	4	4	6	5	4	4	..	..	8	7	1	1	1	1	.. 2	*4	36	*35
(*c*) Anglo-Indians and domiciled Europeans.	2	2	3	4	..	..	1	2	2	1	3	3	8	5	5	5	3	3	3	4	..	..	5	4	2	1	37	34
(*d*) Sikhs	..	..	1	1	..	..	1	1	..	..	..	..	1	1	..	..	2	2	3	2	..	..	..	..	..	..	8	7
(*e*) Indian Christians	..	..	1	1	..	..	2	2	..	..	..	..	1	1	..	..	1	..	1	3	..	..	..	..	..	..	6	7
(*f*) Other Classes	..	..	..	..	..	..	2	2	6	6	..	..	..	1	..	..	3	1	..	..	..	..	..	..	..	..	9	10
(*g*) Total	6	7	26	25	3	2	15	16	8	7	18	18	26	25	17	19	13	12	32	31	1	1	17	15	5	*6	187	*184
4·03. Grand Total	14	15	51	52	15	13	41	41	25	25	32	36	67	68	63	67	32	31	60	63	3	4	27	29	11	*13	441	*457
5. *Commercial*—																												
5·01. Europeans	1	1	Included under Transportation.		1	1	Included under Transportation.						7	7	11	12	Included under Transportation.						5	3	..	..	25	24
5·02. Indians—																												
(*a*) Hindus	..	..			..	..							3	3	9	4							5	5	..	..	17	12
(*b*) Muslims	..	..			..	..							..	1	..	..							..	..	..	..	..	1
(*c*) Anglo-Indians and domiciled Europeans.	..	..			1	1							4	5	2	2							..	..	..	..	7	8
(*d*) Sikhs	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*e*) Indian Christians	..	..			..	..							..	..	1	..							..	..	..	..	1	..
(*f*) Other Classes	..	..			..	..							..	..	..	..							..	..	..	..	..	..
(*g*) Total	..	..			1	1							7	9	12	6							5	5	..	..	25	21
5·03. Grand Total	1	1			2	2							14	16	23	18							10	8	..	..	50	45
6. *Mechanical Engineering*—																												
6·01. Europeans	7	7	24	24	13	13	28	29	21	17	16	17	38	45	19	19	22	24	45	45	2	3	16	17	4	4	255	264
6·02. Indians—																												
(*a*) Hindus	2	2	5	4	..	..	3	3	..	..	5	5	12	9	5	6	1	1	4	4	..	..	5	5	..	..	42	39
(*b*) Muslims	1	1	1	1	..	..	..	..	..	..	..	..	2	..	..	..	..	..	2	2	..	..	..	..	..	..	6	4
(*c*) Anglo-Indians and domiciled Europeans.	1	1	..	..	..	..	..	..	2	2	1	1	4	5	1	1	..	..	..	1	..	..	..	..	..	..	9	11
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	1	1
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	2	2	1	1	1	1	..	..	1	..	..	..	..	..	..	..	5	4
(*f*) Other Classes	..	..	1	1	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	3	3
(*g*) Total	4	4	7	6	..	..	3	3	2	2	9	9	19	15	7	8	2	2	8	8	..	..	5	5	..	..	66	62
6·03. Grand Total	11	11	31	30	13	13	31	32	23	19	25	26	57	60	26	27	24	26	53	53	2	3	21	22	4	4	321	326

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
7. *Stores Department*—																												
7·01. Europeans	1	1	5	5	1	1	6	6	2	2	2	3	7	10	5	5	5	6	7	6	..	..	3	3	..	..	44	48
7·02. Indians—																												
(*a*) Hindus	..	..	1	1	..	..	2	2	1	1	2	2	2	2	..	..	2	1	3	3	..	..	1	1	..	..	14	13
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	..	2	2
(*c*) Anglo-Indians and Domiciled Europeans.	..	..	2	2	..	..	..	..	1	1	2	3	3	2	..	..	..	..	..	..	..	..	2	3	..	..	10	11
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*f*) Other Classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1
(*g*) Total	..	..	3	3	..	..	2	2	2	2	4	5	6	4	2	2	3	2	3	3	..	..	3	4	..	..	28	27
7·03. GRAND TOTAL	1	1	8	8	1	1	8	8	4	4	6	8	13	14	7	7	8	8	10	9	..	..	6	7	..	..	72	75
8. *Other Departments*—																												
8·01. Europeans	7	10	15	17	3	3	12	12	7	9	1	1	28	31	5	6	11	12	2	1	1	..	5	5	19	19	116	126
8·02. Indians—																												
(*a*) Hindus	5	6	3	3	..	..	3	3	..	..	4	4	12	11	4	4	2	2	2	2	..	..	2	2	7	*8	44	*45
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	2	2	..	..	..	..	1	1	..	..	..	..	1	..	5	4
(*c*) Anglo-Indians and Domiciled Europeans.	2	2	..	..	..	..	..	..	1	1	1	1	5	6	1	1	..	..	1	..	..	..	..	..	3	3	14	14
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	1	1	..	..	..	..	..	..	2	2
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	2	2	..	..	..	..	..	..	..	..	3	3
(*f*) Other Classes	..	..	..	..	..	..	3	3	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	1	1	5	5
(*g*) Total	7	8	3	3	..	..	7	7	1	1	5	5	20	20	7	7	4	4	5	4	..	..	2	2	12	*12	73	*73
8·03. GRAND TOTAL	14	18	18	20	3	3	19	19	8	10	6	6	48	51	12	13	15	16	7	5	1	..	7	7	31	*31	189	*199
9. *Total*—																												
9·01. Europeans	39	42	125	*131	59	59	123	123	82	82	56	*71	174	189	145	*155	96	103	136	138	10	11	73	77	38	*41	1,156	*1,222
9·02. Indians—																												
(*a*) Hindus	15	17	42	40	7	6	32	31	3	4	42	*46	78	74	36	*33	27	27	80	78	2	2	45	43	10	11	419	*412
(*b*) Muslims	5	4	7	7	4	3	3	3	..	1	6	5	14	13	11	11	..	..	22	20	3	2	1	1	6	*7	82	*77
(*c*) Anglo-Indians and Domiciled Europeans.	7	8	14	15	2	2	2	4	10	9	11	10	34	37	10	10	6	8	14	14	..	..	9	8	6	5	125	130
(*d*) Sikhs	1	1	2	2	..	..	1	2	..	..	2	2	3	2	..	..	2	2	10	8	..	..	..	..	..	..	21	19
(*e*) Indian Christians	..	..	1	1	..	..	3	3	..	..	3	2	2	2	7	5	3	2	5	4	..	..	1	1	..	..	25	20
(*f*) Other Classes	..	..	2	2	..	..	7	8	7	7	1	1	2	2	6	5	5	4	..	..	..	..	..	..	2	2	32	31
(*g*) Total	28	30	68	67	13	11	48	51	20	21	65	*66	133	130	70	*64	43	43	131	124	5	4	56	53	24	*25	704	*689
9·03. GRAND TOTAL	67	72	193	*198	72	70	171	174	102	103	121	*137	307	319	215	219	139	146	267	262	15	15	129	130	62	*66	1,860	*1,911
9·04. Grand Total including staff on loan from the Indian Audit and Accounts Service (Department).	67	72	193	198	72	70	171	174	103	105	126	143	311	321	218	222	139	146	272	274	15	15	129	130				

* Revised figures.

APPENDIX F—*contd.*

I.—*Statement of Gazetted Officers and Officers of corresponding rank employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on the 31st March 1934 as compared with 31st March 1933*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Rly. Board and Miscellaneous officers.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
10. *Increase (+) and Decrease (—)*																												
10·01. Europeans	—3	..	—6	..	..	..	..	..	..	..	—15	..	—15	..	—10	..	—7	..	—2	..	—1	..	—4	..	—3	..	—66	..
10·02. Indians—																												
(*a*) Hindus	—2	..	+2	..	+1	..	+1	..	—1	..	—4	..	+4	..	+3	..	..	..	+2	..	..	..	+2	..	—1	..	+7	..
(*b*) Muslims	+1	..	..	..	+1	..	..	..	—1	..	+1	..	+1	..	..	..	..	..	+2	..	+1	..	..	..	—1	..	+5	..
(*c*) Anglo-Indians and Domiciled Europeans	—1	..	—1	..	..	..	—2	..	+1	..	+1	..	—3	..	..	..	—2	..	..	..	..	..	+1	..	+1	..	—5	..
(*d*) Sikhs	..	..	..	..	..	..	—1	..	..	..	..	..	+1	..	..	..	..	..	+2	..	..	..	..	..	..	..	+2	..
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	+1	..	..	..	+2	..	+1	..	+1	..	..	..	..	..	..	..	+5	..
(*f*) Other Classes	..	..	..	..	..	..	—1	..	..	..	..	..	..	..	+1	..	+1	..	..	..	..	..	..	..	..	..	+1	..
(*g*) Total	—2	..	+1	..	+2	..	—3	..	—1	..	—1	..	+3	..	+6	..	..	..	+7	..	+1	..	+3	..	—1	..	+15	..
10·03. Grand Total	—5	..	—5	..	+2	..	—3	..	—1	..	—16	..	—12	..	—4	..	—7	..	+5	..	..	..	—1	..	—4	..	—51	..
11. *Percentage of Total*—																												
11·01. Europeans	58·2	58·3	64·8	*66·2	81·9	84·3	71·9	70·7	80·4	79·6	46·3	*51·8	56·7	59·3	67·4	*70·8	69·1	70·5	50·9	52·7	66·7	73·3	57·0	59·2	61·3	*62·1	62·2	*63·9
11·02. Indians—																												
(*a*) Hindus	22·4	23·6	21·8	*20·2	9·7	8·6	18·7	17·8	2·9	3·9	34·7	*33·6	25·4	23·2	16·7	*15·0	19·4	18·5	30·0	29·8	13·3	13·3	34·4	33·1	16·1	*16·7	22·5	*21·6
(*b*) Muslims	7·5	5·6	3·6	3·5	5·6	4·3	1·7	1·7	..	1·0	4·9	3·6	4·6	4·1	5·1	5·0	..	..	8·2	7·6	20·0	13·4	0·8	0·8	9·7	*10·6	4·4	4·1
(*c*) Anglo-Indians and Domiciled Europeans.	10·4	11·1	7·3	*7·6	2·8	2·8	1·2	2·3	9·8	8·7	9·1	7·3	11·1	11·6	4·7	4·6	4·3	5·5	5·2	5·3	..	..	7·0	6·1	9·7	*7·6	6·7	6·8
(*d*) Sikhs	1·5	1·4	1·0	*1·0	..	..	0·6	1·2	..	..	1·7	1·5	1·0	0·6	..	..	1·4	1·4	3·8	3·1	..	..	..	..	..	..	1·1	1·0
(*e*) Indian Christians	..	..	0·5	0·5	..	..	1·8	1·7	..	..	2·5	1·5	0·6	0·6	3·3	2·3	2·2	1·4	1·9	1·5	..	..	0·8	0·8	..	..	1·4	1·0
(*f*) Other Classes	..	..	1·0	1·0	..	..	4·1	4·6	6·9	6·8	0·8	0·7	0·6	0·6	2·8	2·3	3·6	2·7	..	..	..	..	..	..	3·2	*3·0	1·7	1·6

* Revised figures.

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1934 as compared with 31st March 1933.*

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
1. *Agency Department*—																										
1·01. Europeans	..	..	..	..	..	..	..	..	1	1	1	2	1	1	2	3	..	..	1	1	..	..	..	..	6	8
1·02. Indians—																										
(*a*) Hindus	1	2	5	5	1	1	9	11	5	4	10	12	8	10	4	3	3	2	5	4	1	1	3	3	55	58
(*b*) Muslims	..	..	..	..	..	..	4	3	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	4
(*c*) Anglo-Indians and Domiciled Europeans	1	1	2	2	1	1	4	3	2	1	..	..	1	1	..	..	1	..	2	4	..	..	1	1	15	14
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Indian Christians	..	..	..	..	..	..	2	2	1	1	..	..	..	..	3	3	..	..	1	..	..	..	..	..	7	6
(*f*) Other classes	..	..	..	..	..	..	4	4	1	1	..	..	..	..	1	1	..	..	..	..	..	..	..	..	6	6
(*g*) Total	2	3	7	7	2	2	23	23	10	8	10	12	9	11	8	7	4	2	8	8	1	1	4	4	88	88
1·03. Grand total	2	3	7	7	2	2	23	23	11	9	11	14	10	12	10	10	4	2	9	9	1	1	4	4	94	96
2. *Accounts Department*—																										
2·01. Europeans	..	..	..	..	..	..	3	2	..	..	2	1	9	9	4	4	..	..	1	1	..	..	..	..	19	17
2·02. Indians—																										
(*a*) Hindus	..	..	43	32	6	6	26	25	9	9	27	25	57	69	18	18	6	5	48	46	..	1	19	17	259	253
(*b*) Muslims	..	..	3	..	2	2	..	..	..	..	1	..	7	5	..	1	..	..	18	20	..	..	1	1	32	28
(*c*) Anglo-Indians and Domiciled Europeans	..	..	40	35	6	6	12	13	8	9	3	4	10	11	10	9	11	11	2	2	..	..	3	4	105	104
(*d*) Sikhs	..	..	2	2	..	..	..	..	..	..	1	..	1	1	1	1	..	..	9	9	..	..	..	..	14	13
(*e*) Indian Christians	..	..	2	2	1	1	2	2	1	1	..	..	..	..	3	4	..	..	1	1	..	..	..	..	10	11
(*f*) Other classes	..	..	..	..	..	..	7	7	..	..	..	..	..	..	4	5	1	2	..	..	..	..	..	..	12	14
(*g*) Total	..	..	90	71	15	15	47	47	18	19	32	29	75	86	36	37	18	18	78	78	..	1	23	22	432	423
2·03. Grand total	..	..	90	71	15	15	50	49	18	19	34	30	84	95	40	41	18	18	79	79	..	1	23	22	451	440
3. *Engineering Department*—																										
3·01. Europeans	1	1	4	4	..	..	11	12	1	1	5	7	39	49	26	21	9	11	31	31	1	1	3	3	131	141
3·02. Indians—																										
(*a*) Hindus	11	10	58	58	5	6	66	69	24	*24	30	35	106	116	58	56	19	18	104	104	..	..	17	20	498	*516
(*b*) Muslims	3	2	5	7	5	5	15	13	2	2	2	3	9	9	16	16	..	..	64	71	1	1	2	2	124	131
(*c*) Anglo-Indians and Domiciled Europeans	5	5	39	38	13	13	9	8	30	31	15	20	100	99	54	63	24	24	44	42	1	1	13	10	347	354
(*d*) Sikhs	2	2	3	3	1	1	2	2	4	*4	1	1	4	5	6	9	..	..	32	31	..	..	..	..	55	*58
(*e*) Indian Christians	..	..	3	2	..	..	7	7	3	*3	1	1	1	5	13	15	1	1	..	3	..	..	3	2	32	*30
(*f*) Other classes	..	..	..	..	..	..	23	24	3	*3	..	..	..	..	14	14	2	2	3	5	..	..	..	..	45	*48
(*g*) Total	21	19	108	108	24	25	122	123	66	67	49	60	220	234	161	173	46	45	247	256	2	2	35	34	1,101	1,146
3·03. Grand total	22	20	112	112	24	25	133	135	67	68	54	67	259	283	187	194	55	56	278	287	3	3	38	37	1,232	1,287

* Revised figures.

APPENDIX F—*contd.*

II.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. Nizam's State and Jodhpur Railways) on 31st March 1934 as compared with 31st March 1933*—contd.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
4. Transportation—																										
4·01. Europeans	1	1	20	23	3	4	30	32	3	2	18	18	90	107	150	173	..	..	127	121*	1	1	8	10	451	492*
4·02. Indians—																										
(*a*) Hindus	7	6	40	42	4	4	109	108	18	18	28	26	54	50	81	85	3	3	75	71	..	..	13	15	432	428
(*b*) Muslims	..	..	6	6	1	1	6	6	2	2	1	1	7	8	13	14	..	..	24	19	..	..	1	1	61	58
(*c*) Anglo-Indians and Domiciled Europeans	13	12	42	46	15	12	40	42	69	78	54	53	167	157	429	454	30	30	63	78	5	5	23	20	950	987
(*d*) Sikhs	..	..	1	1	..	..	..	..	..	..	2	2	1	1	1	1	..	..	8	4	..	..	..	..	13	9
(*e*) Indian Christians	..	..	3	3	..	..	18	19	2	2	1	..	3	1	58	46	..	..	3	4	..	..	..	..	88	75
(*f*) Other classes	1	1	..	..	..	..	38	39	21	21	..	..	2	2	36	46	..	..	19	17	..	..	..	..	117	126
(*g*) Total	21	19	92	98	20	17	211	214	112	121	86	82	234	219	618	646	33	33	192	193	5	5	37	36	1,661	1,683
4·03. Grand Total	22	20	112	121	23	21	241	246	115	123	104	100	324	326	768	819	33	33	319	314	6	6	45	46	2,112	2,175*
5. Commercial—																										
5·01. Europeans	..	..	Included under Transportation.		..	..	Included under Transportation.						1	..	13	9	Included under Transportation.		5	4	Included under Transportation.		..	..	19	13
5·02. Indians—																										
(*a*) Hindus	3	3			..	..							24	22	27	31			13	13			4	4	71	73
(*b*) Muslims	..	..			1	1							4	4	4	3			5	5			..	..	14	13
(*c*) Anglo-Indians and Domiciled Europeans	..	..			..	..							9	11	9	7			4	6			..	..	22	24
(*d*) Sikhs	..	..			..	..							..	..	..	..			6	5			..	..	6	5
(*e*) Indian Christians	..	..			..	..							..	..	9	7			..	..			..	..	9	7
(*f*) Other Classes	..	..			..	..							..	..	..	..			..	..			..	..	..	..
(*g*) Total	3	3			1	1							37	37	49	48			28	29			4	4	122	122
5·03. Grand Total	3	3			1	1							38	37	62	57			33	33			4	4	141	135
6. Mechanical Engineering—																										
6·01. Europeans	10	11	128	147	11	11	80	82	20	20	36	40	275	287	53	56	56	67	157	188	5	4	26	27	857	950
6·02. Indians—																										
(*a*) Hindus	2	2	12	15	..	..	48	50	11	11	27	25	118	106	24	26	4	4	66	62	1	1	29	25	342	327
(*b*) Muslims	1	1	4	3	..	..	8	8	1	..	3	3	14	15	2	1	..	..	59	58	..	..	1	1	93	90
(*c*) Anglo-Indians and Domiciled Europeans	12	15	218	218	14	15	236	246	114	118*	90	90	538	546	105	106	101	97	224	210	3	2	115	119	1,770	1,782*
(*d*) Sikhs	..	..	7	4	..	..	2	2	4	4	..	..	9	5	2	2	..	..	31	35	..	..	..	..	55	52
(*e*) Indian Christians	1	1	2	1	..	..	7	7	2	2	1	1	2	7	13	13	1	1	14	3	..	..	5	3	48	39
(*f*) Other classes	2	2	3	1	..	..	37	34	11	13*	3	4	2	2	8	9	3	4	9	11	1	..	..	..	79	80*
(*g*) Total	18	21	246	242	14	15	338	347	143	148	124	123	683	681	154	157	109	106	403	379	5	3	150	148	2,387	2,370
6·03. Grand Total	28	32	374	389	25	26	418	429	163	166	160*	163	958	968	207	213	165	173	560	577	10	7	176	175	3,244	3,320

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
7. *Stores Department*—																										
7·01. Europeans	..	..	..	..	..	..	2	3	..	..	..	1	3	5	3	3	1	1	6	7	..	..	*1	1	16	21
7·02. Indians—																										
(*a*) Hindus	1	1	8	7	..	..	8	7	3	4	9	12	19	20	4	2	1	1	18	19	..	..	2	2	73	75
(*b*) Muslims	..	..	..	..	..	..	1	1	..	..	..	..	4	2	..	..	..	..	6	6	..	..	..	..	11	9
(*c*) Anglo-Indians and Domiciled Europeans	1	1	11	11	1	1	..	..	..	..	4	4	25	24	2	3	3	3	7	7	..	..	1	2	55	56
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	2	..	..	..	..	4	2
(*e*) Indian Christians	..	..	2	2	..	..	3	3	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	6	6
(*f*) Other classes	..	..	..	..	..	..	1	1	..	..	..	..	..	..	3	1	..	..	2	2	..	..	..	..	6	4
(*g*) Total	2	2	21	20	1	1	13	12	3	4	13	16	48	46	9	6	4	4	38	37	..	..	3	4	155	152
7·03. GRAND TOTAL	2	2	21	20	1	1	15	15	3	4	13	17	51	51	12	9	5	5	44	44	..	..	4	5	171	173
8. *Other Departments*—																										
8·01. Europeans	5	4	29	31	2	2	13	14	..	..	1	1	59	60	1	1	2	2	5	6	..	..	1	..	118	121
8·02. Indians—																										
(*a*) Hindus	9	8	35	38	4	3	34	34	20	19	11	12	72	58	9	10	15	15	8	11	..	..	3	2	220	210
(*b*) Muslims	..	..	1	1	..	..	1	..	4	4	2	2	8	6	..	..	..	..	5	5	..	..	1	1	22	19
(*c*) Anglo-Indians and Domiciled Europeans	6	3	43	48	8	8	16	17	2	2	3	3	71	60	5	5	14	12	6	8	1	1	3	3	178	170
(*d*) Sikhs	..	..	3	3	..	..	..	..	5	4	..	..	2	..	..	1	..	..	2	2	..	..	..	..	12	10
(*e*) Indian Christians	..	..	..	..	..	..	3	3	5	5	..	..	1	1	1	1	2	2	3	2	..	..	2	2	17	16
(*f*) Other classes	..	..	3	2	..	..	9	8	4	3	..	..	1	1	11	18	..	..	..	1	..	..	1	1	29	29
(*g*) Total	15	11	85	92	12	11	63	62	40	37	16	17	155	126	26	30	31	29	24	29	1	1	10	9	478	454
8·03. GRAND TOTAL	20	15	114	123	14	13	76	76	40	37	17	18	214	186	27	31	33	31	29	35	1	1	11	9	596	575
9. *Railway Board and other Railway offices*—																										
9·01. Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	2
9·02. Indians—	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	143	*142
(*a*) Hindus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	29	*25
(*b*) Muslims	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	27	28
(*c*) Anglo-Indians and Domiciled Europeans	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	*11
(*d*) Sikhs	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	3
(*e*) Indian Christians	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	*3
(*f*) Other classes	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	218	*212
(*g*) Total	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	219	*214
9·03. GRAND TOTAL	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		

* Revised figures.

APPENDIX F—concld.

11.—*Statement of Subordinates, drawing Rs. 250 per mensem and over or on scales of pay rising to Rs. 250 per mensem and over employed on Class I Railways, Railway Board and other Railway Offices (excluding H. E. H. the Nizam's State and Jodhpur Railways) on 31st March 1934 as compared with 31st March 1933*—concld.

Item.	A. B.		B. N.		B. & N. W.		B., B. & C. I.		Burma.		E. B.		E. I.		G. I. P.		M. & S. M.		N. W.		R. & K.		S. I.		Total.	
	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.	1934.	1933.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
10. *Total*—																										
10·01. Europeans	17	17	181	205	16	17	139	145	25	24	68	70	477	518	252	270	68	81	333	*369	7	6	39	41	1,618	*1,765
10·02. Indians—																										
(*a*) Hindus	34	32	201	197	20	20	300	304	90	*89	142	147	458	451	225	231	51	48	337	330	2	3	90	88	2,093	*2,082
(*b*) Muslims	4	3	19	17	9	9	35	31	10	9	9	9	59	49	35	34	..	..	181	184	1	1	6	6	391	*377
(*c*) Anglo-Indians and domiciled Europeans	38	37	395	398	58	56	317	329	225	*239	169	174	921	909	614	647	184	177	352	357	10	9	159	159	3,469	*3,519
(*d*) Sikhs	2	2	16	13	1	1	4	4	13	*12	4	3	17	12	10	14	..	..	92	88	..	..	..	..	171	*160
(*e*) Indian Christians	1	1	12	10	1	1	42	43	14	*14	3	2	7	14	100	89	4	4	23	14	..	..	10	7	221	*202
(*f*) Other classes	3	3	6	3	..	..	119	117	40	*41	3	4	5	5	77	89	6	3	33	36	1	..	1	1	297	310
(*g*) Total	82	78	649	638	89	87	817	828	392	404	330	339	1,461	1,440	1,061	1,104	245	237	1,018	1,009	14	13	266	261	6,642	* 6,650
10·03 Grand total	99	95	830	843	105	104	956	973	417	428	398	409	1,938	1,958	1,313	1,374	313	318	1,351	*1,378	21	19	305	302	8,260	*8,415
11. *Increase + Decrease*—																										
11·01. Europeans	..	..	—24	..	—1	..	—6	..	+1	..	—7	..	—41	..	—18	..	—13	..	—36	..	+1	..	—2	..	—147	..
11·02. Indians—																										
(*a*) Hindus	+2	..	+4	..	..	..	—4	..	+1	..	—5	..	+7	..	—6	..	+3	..	+7	..	—1	..	+2	..	+11	..
(*b*) Muslims	+1	..	+2	..	..	..	+4	..	+1	..	..	..	+4	..	+1	..	..	..	—3	..	..	..	..	..	+14	..
(*c*) Anglo-Indians and domiciled Europeans	+1	..	—3	..	+2	..	—12	..	—14	..	—5	..	+12	..	—33	..	+7	..	—5	..	+1	..	..	..	—50	..
(*d*) Sikhs	..	..	+3	..	..	..	..	..	+1	..	+1	..	+5	..	—4	..	..	..	+4	..	..	..	..	..	+11	..
(*e*) Indian Christians	..	..	+2	..	..	..	—1	..	..	..	+1	..	—7	..	+11	..	..	..	+9	..	..	..	+3	..	+19	..
(*f*) Other classes	..	..	+3	..	..	..	+2	..	—1	..	—1	..	..	..	—12	..	—2	..	—3	..	+1	..	..	..	—13	..
(*g*) Total	+4	..	+11	..	+2	..	—11	..	—12	..	—9	..	+21	..	—43	..	+8	..	+9	..	+1	..	+5	..	—8	..
11·03. Grand total	+4	..	—13	..	+1	..	—17	..	—11	..	—16	..	—20	..	—61	..	—5	..	—27	..	+2	..	+3	..	—155	..
12. *Percentage of total*—																										
12·01. Europeans	17·2	17·9	21·8	24·3	15·2	16·3	14·5	14·9	6·0	5·6	16·0	17·1	24·6	26·5	19·2	19·6	21·7	25·5	24·6	*26·8	35·0	31·6	12·8	13·6	19·6	*21·0
12·02. Indians—																										
(*a*) Hindus	34·4	33·7	24·2	23·4	19·0	19·2	31·4	31·3	21·5	*20·8	36·1	35·9	23·6	23·0	17·1	16·8	16·3	15·1	24·9	*23·9	10·0	15·8	29·6	29·1	25·3	*24·7
(*b*) Muslims	4·1	3·2	2·3	2·0	8·6	8·7	3·7	3·2	2·4	2·1	2·3	2·2	2·7	2·5	2·7	2·5	..	..	13·4	13·4	5·0	5·2	1·7	2·0	4·7	4·5
(*c*) Anglo-Indians and domiciled Europeans	40·3	38·9	47·6	47·2	55·2	53·8	33·2	33·8	54·0	*55·8	43·0	42·5	47·5	46·4	46·8	47·1	58·8	55·6	26·1	25·9	50·0	47·4	52·3	52·6	42·0	41·8
(*d*) Sikhs	2·0	2·1	1·9	1·5	1·0	1·0	0·4	0·4	3·1	*2·8	1·0	0·8	0·9	0·6	0·8	1·0	..	..	6·8	6·4	..	..	..	..	2·1	1·9
(*e*) Indian Christians	1·0	1·0	1·5	1·2	1·0	1·0	4·4	4·4	3·4	*3·3	0·8	0·5	0·4	0·7	7·6	6·5	1·3	1·3	1·7	1·0	..	..	3·3	2·3	2·7	2·4
(*f*) Other classes	1·0	3·2	0·7	0·4	..	..	12·4	12·0	9·6	9·6	0·8	1·0	0·3	0·3	5·8	6·5	1·9	2·5	2·4	2·6	..	..	0·3	0·4	3·6	3·7

* Revised Figures.

APPENDIX G.

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1933-34.

Department.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	Filled by							
								Europeans.	Indians.						
									Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
State-managed Railways. (a)															
1. Agency	..	1	2	3	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	2	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	15	9	19	..	43	43	..	..	..	..	..	..	..	..	..
4. Transportation (Traffic) and Commercial.	10	1	18	..	29	29	..	..	..	..	..	..	..	..	..
5. Transportation (Power) and Mechanical Engineering.	5	3	5	..	13	13	..	..	..	..	..	..	..	..	..
6. Stores Department	6	..	..	..	6	6	..	..	..	..	..	..	..	..	..
7. Other Departments	7	2	2	1	10	10	..	..	..	..	..	..	..	..	..
8. Total—															
1933-34	45	16	46	4	103	103	..	..	..	..	..	..	..	..	..
1932-33	7	6	49	2	60	45	15	4	2	1	3	..	1	..	7
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	36·4	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	63·6	..	..	..	..	..	..	..	..
Other Railways.															
Assam Bengal Railway.															
1. Agency	..	1	..	..	1	1	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
3. Engineering	3	..	3	..	6	1	5	1	2	2	..	..	..	..	4
4. Transportation and Commercial	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Total—															
1933-34	3	1	5	..	9	2	7	3	2	2	..	..	..	..	4
1932-33	1	1	5	2	5	3	2	1	..	..	1	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	42·9	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	57·1	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..

(a) As a result of a number of posts being abolished during the years 1931-32 and 1932-33 there was an excess of officers in certain Departments and consequently some of the vacancies to be filled during the year were taken as set off against the excess, in respect of columns 6 and 7.

APPENDIX G—*contd.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1933-34—contd.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY						
									INDIANS.					
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Bengal and North Western Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	1	..	1	..	1	..	..	1	..	..	..	..	1
4. Transportation and Commercial	1	..	1	..	2	1	1	..	..	1	..	..	..	..	1
5. Mechanical	..	..	1	..	1	..	1	1	..	..	..	..	..	..	..
6. Stores	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1933-34	2	..	3	..	5	2	3	1	..	2	..	..	..	..	2
1932-33	4	1	3	..	8	2	6	5	..	..	1	..	..	..	1
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	83·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	16·7	..	..	..	..	..	..	..	..
Bengal Nagpur Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	..	2	2	..	..	..	..	..	..	..	..	..
3. Engineering	7	..	2	..	9	9	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	..	4	..	7	4	3	1	2	..	..	..	..	..	2
5. Mechanical	3	..	1	1	3	3	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	..	2	..	2	2	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1933-34	14	..	10	1	23	20	3	1	2	..	..	..	..	..	2
1932-33	12	2	8	11	11	14	—3	—3	—1	..	1	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	—100·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	*Nil.*	..	..	..	..	..	..	..	..
Bombay, Baroda and Central India Railway.															
1. Agency	3	..	..	..	3	3	..	..	..	..	..	..	..	..	..
2. Accounts	1	..	..	..	1	..	1	..	1	..	..	..	..	..	1
3. Engineering	6	..	3	2	7	5	2	1	1	..	..	..	..	..	1
4. Transportation and Commercial	3	..	..	..	3	3	..	..	..	..	..	..	..	..	..
5. Mechanical	1	..	1	..	2	2	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	..	..	..	1	1	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1933-34	15	..	4	2	17	14	3	1	2	..	..	..	..	..	2
1932-33	19	3	11	8	25	15	10	3	4	1	..	1	1	..	7
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	30·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	70·0	..	..	..	..	..	..	..	..

APPENDIX G—*concld.*

Statement showing the number of appointments created and vacancies which occurred among officers of Gazetted rank on State Railways and of corresponding rank on Companies' Railways (Class I) excluding H. E. H. the Nizam's State and Jodhpur Railways, and how they were filled during 1933-34—concld.

Departments.	No. of vacancies which occurred in previous years not filled in those years remaining to be filled.	No. of new appointments created during the year.	No. of vacancies which occurred during the year.	No. of appointments abolished during the year.	No. of net vacancies to be filled.	No. of vacancies not filled up during the year.	No. of vacancies actually filled.	FILLED BY							
									INDIANS.						
								Europeans.	Hindus.	Muslims.	Anglo-Indians and Domiciled Europeans.	Sikhs.	Indian Christians.	Other classes.	Total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Madras and Southern Mahratta Railway.															
1. Agency	1	..	..	2	—1	..	—1	..	..	..	—1	..	..	..	—1
2. Accounts	1	..	3	..	4	2	2	..	1	..	..	..	..	1	2
3. Engineering	2	1	9	3	3	1	2	2	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	1	..	1	..	1	..	..	..	..	..	1	..	1
5. Mechanical	..	..	2	2	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	1	..	1	..	1	..	1	..	..	..	..	..	1
7. Other Departments	1	..	1	1	1	1	..	..	..	..	..	..	..	..	..
8. TOTAL—															
1933-34	5	1	11	8	9	4	5	2	2	..	—1	..	1	1	3
1932-33	3	..	7	1	9	5	4	2	2	..	..	..	..	..	2
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	40·0	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	60·0	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	50·0	..	..	..	..	..	..	..	..
Rohilkhand and Kumaon Railway.															
1. Agency	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Mechanical	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..
8. TOTAL—															
1933-34	..	1	..	..	1	..	1	1	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	100·0	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
South Indian Railway.															
1. Agency	..	1	..	1	..	..	..	..	..	..	..	..	..	..	..
2. Accounts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Engineering	5	1	..	3	3	3	..	..	..	..	..	..	..	..	..
4. Transportation and Commercial	3	..	2	..	5	3	2	..	1	..	1	..	..	..	2
5. Mechanical	1	..	1	..	2	..	2	2	..	..	..	..	..	..	..
6. Stores	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Other Departments	1	1	..	1	1	..	1	..	1	..	..	..	..	..	1
8. TOTAL—															
1933-34	10	3	3	5	11	6	5	2	2	..	1	..	..	..	3
1932-33	14	1	6	5	16	10	6	2	3	..	1	..	..	..	4
9. Percentage of Europeans to number of vacancies filled—															
1933-34	..	..	..	..	..	..	40·0	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	33·3	..	..	..	..	..	..	..	..
10. Percentage of Indians to number of vacancies filled—															
1933-34	..	..	..	..	..	..	60·0	..	..	..	..	..	..	..	..
1932-33	..	..	..	..	..	..	66·7	..	..	..	..	..	..	..	..

APPENDIX H.

Officers of the Railway Department (Railway Board) and attached offices, on 31st March 1934.

The Hon'ble Sir JOSEPH BHORE, K.C.S.I., K.C.I.E., C.B.E., I.C.S., Member of Council of the Governor General.

Railway Board.

The Hon'ble Sir Guthrie Russell, Kt.	Chief Commissioner of Railways.
Mr. P. R. Rau	Financial Commissioner of Railways.
Mr. C. P. Colvin, O.B.E.	Member.
Mr. A. F. Harvey, F.C.H.	Director, Civil Engineering.
Mr. T. S. Sankara Aiyar, B.A., B.E.	Director, Finance.
Mr. N. D. Calder	Director, Traffic (*Offg.*).
Rai Bahadur Mathra Das	Director, Establishment (*Offg.*).
Mr. L. H. Kirkness, D.S.O., O.B.E., V.D.	Secretary (*Offg.*).
Khan Bahadur Barkat Ali	Deputy Director, Finance.
Mr. F. D'Souza	Deputy Director, Traffic (Commercial).
Mr. K. M. Hassan	Deputy Director, Establishment.
Khan Sahib Z. H. Khan	Deputy Director, Traffic (Transportation) (*Offg.*).
Mr. T. G. Creighton	Deputy Director, Mechanical Engineering (*Offg.*).
Mr. E. C. Rundlett	Assistant Secretary (*on leave*).
Mr. H. W. C. C. Smith	Assistant Secretary (*Offg.*).

Attached Officer.

Mr. H. C. B. Jollye, B.A., I.F.S.	Timber Advisory Officer.

Attached Offices.

Office of the Supervisor of Railway Labour.

Major H. W. Wagstaff, M.C., R.E.	Supervisor of Railway Labour.

Central Standards Office for Railways.

Mr. J. M. D. Wrench, C.I.E.	Chief Controller of Standardisation.
Mr. E. Ingoldby	Deputy Chief Controller of Standardisation.
Mr. L. H. Swain	Assistant Chief Controller of Standardisation.
Mr. T. T. Lambe	Chief Mechanical Draftsman.
Mr. J. V. S. Edwards	Chief Structural Draftsman.

Office of the Controller of Railway Accounts.

Mr. L. S. Deane	Controller of Railway Accounts.
Mr. C. V. S. Rao, M.A.	Deputy Controller of Railway Accounts.
Mr. K. K. Sen, M.A.	Assistant Controller of Railway Accounts.
Mr. K. Ubaid Ullah, B.A.	Assistant Accounts Officer.

MGIPC—L—X-31(PD)—28-12-34—1,160.

INDIA
SHOWING RAILWAYS
1934
COAL FIELDS
DELHI
CAWNPORE JN.
BOMBAY
AGRA
PART OF B.B.&C.I.RY.
RAILWAYS SERVING
CALCUTTA & SUBURBS
MADRAS
RANGOON
ARABIAN SEA
BAY OF BENGAL
ANDAMAN ISLANDS
NICOBAR ISLANDS
LACCADIVE ISLANDS

PRB—IR34/B

GOVERNMENT OF INDIA

RAILWAY DEPARTMENT

(RAILWAY BOARD)

Report by the Railway Board

ON

INDIAN RAILWAYS

FOR

1933–34

Volume II—Statistics

(Compiled by Controller of Railway Accounts.)

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1935

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(6) Over 279 papers have been published by the Technical Section of the Railway Board's office. The papers comprise :—

(*a*) Original descriptions of railway works and studies of railway problems in India and elsewhere.

(*b*) Reprints of articles from foreign engineering magazines.

(*c*) Reprints or abstracts of reports received by the Government of India on subjects connected with railways.

A complete list of the papers can be obtained *gratis* from the Chief Controller, Standardisation, Central Standards Office for Railways, Simla/New Delhi. A few of the more important Technical papers are mentioned below :—

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The prices of the papers vary from annas three to Rupees Fifteen.

The books and papers can be bought from the Manager of Publications, Delhi.

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INTRODUCTORY NOTE.

1. For the information of foreign readers of this report, who are unaccustomed to the use of Indian currency and units, it may be mentioned that a lakh is one hundred thousand and a crore one hundred lakhs.

2. An anna is a 16th part of a rupee and a pie the 12th part of an anna.

3. The approximate value in English coinage of a rupee at the present rate of exchange is one shilling and six pence.

NOTE.—Indian Railway Systems have been classified under three classes for statistical purposes—

Class I—Railways with gross earnings of Rs. 50 lakhs and over a year.

Class II—Railways with gross earnings of less than Rs. 50 lakhs a year, but exceeding Rs. 10 lakhs a year.

Class III—Railways with gross earnings of Rs. 10 lakhs and under a year.

A detailed list of the railways in each class will be found in statement 5, pages 43 to 47.

SECTION A.

FINANCIAL AND STATISTICAL SUMMARIES.

[*For details, see Statement 1, pages 22-23.*]

FINANCIAL SUMMARIES.

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(*In thousands of rupees.*)

Classification.	Year.	*Capital at charge.	Net Revenue Receipts.	Percentage of Net Revenue Receipts on Capital at Charge. (Col. 4 × 100 / Col. 3)	Charges against Net Revenue Receipts.			Net Gain or Loss to Govt. [difference between columns (4) and (8)].		Percentage of Gain or Loss on Capital at Charge. (Col. 6 or 10 × 100 / Col. 3.)
					Payments on account of share of surplus profits and of Net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.	
1	2	3	4	5	6	7	8	9	10	11
Central.										
1. State Lines worked by the State.	*1932-33*	*5,03,89,81*	*12,85,69*	*2·55*	..	*20,61,20*	*20,61,20*	..	*7,75,51*	*—1·54*
	1933-34	5,01,61,83	14,13,37	2·82	..	20,44,64	20,44,64	..	6,31,27	—1·26
2. State Lines worked by Companies or by Indian States.	*1932-33*	*2,89,91,22*	*9,90,96*	*3·42*	*65,21*	*12,12,71*	*12,77,92*	..	*2,86,96*	*—0·99*
	1933-34	2,90,13,84	10,62,45	3·66	56,65	11,97,03	12,53,68	..	1,91,23	—0·66
3. Miscellaneous items	*1932-33*	*3,30,69*	..	..	..	*16,61*	*16,61*	..	*16,61*	*—5·02*
	1933-34	3,30,60	..	..	..	16,30	16,30	..	16,30	—4·93
4. Total Central	*1932-33*	*7,97,11,72*	*22,76,65*	*2·86*	*65,21*	*32,90,52*	*33,55,73*	..	*10,79,08* (a)	*—1·35*
	1933-34	7,95,06,27	24,75,82*	3·11	56,65	32,57,97	33,14,62	..	8,38,80 (a)	—1·06
Provincial.										
5. Total Provincial	*1932-33*	*14,61*	..	..	..	*57*	*57*	..	*57*	*—3·87*
	1933-34	14,61	..	..	..	53	53	..	53	—3·62
6. Grand total	*1932-33*	*7,97,26,33*	*22,76,65*	*2·86*	*65,21*	*32,91,09*	*33,56,30*	..	*10,79,65*	*—1·35*
	1933-34	7,95,20,88	24,75,82	3·11	56,65	32,58,50	33,15,15	..	8,39,33	—1·06

* On open lines and on lines wholly or partly under construction (including ferries and suspense).
(a) See also foot note * under Statement 1 on page 23.

[*For details, see Statement 2 (a), pages 24-27.*]

II-A.—Summary of Capital at Charge of State-owned Railways on the 31st March 1933 and 1934.

(In thousands of rupees.)

Details.	State owned lines worked by the State.		State owned lines worked by Companies and other miscellaneous items.		Total State-owned railways.	
	31st March 1933.	31st March 1934.	*31st March 1933.*	31st March 1934.	*31st March 1933.* (Cols. 2+4.)	31st March 1934. (Cols. 3+5.)
1	2	3	4	5	6	7
1. *Liabilities incurred in the purchase of railways :—*						
(*a*) During the year . .	..	..	..	..	..	..
(*b*) To end of the year .	*1,20,39,51*	1,20,39,51	*49,00,02*	49,00,02	*1,69,39,53*	1,69,39,53
2. *Capital outlay during the financial year from funds provided by the State :—*						
(*a*) Works . . .	*1,60,38*	1,10,86	*83,03*	66,53	*2,43,41*	1,77,39
(*b*) Rolling-stock . .	*—93,78*	—2,01,51	*39,53*	18,72	*—54,25*	—1,82,79
(*c*) General charges . .	*7,06*	5,46	*6,34*	2,51	*13,40*	7,97
(*d*) Stores, etc., not finally charged off in the accounts.	*—1,40,14*	—1,42,79	*—55,28*	—65,23	*—1,95,42*	—2,08,02
(*e*) Total	*—66,48*	—2,27,98	*73,62*	22,53	*7,14*	—2,05,45
3. *Capital outlay to the end of the financial year including, in the case of purchased railways, expenditure incurred since purchase :—*						
(*a*) Works . . .	*2,62,19,03*	2,61,49,98	*1,62,88,90*	1,62,52,14	*4,25,07,93*	4,23,93,12
(*b*) Rolling-stock . .	*1,00,57,23*	98,55,73	*66,14,48*	66,41,35	*1,66,71,71*	1,64,97,08
(*c*) General charges . .	*12,53,68*	14,48,57	*11,02,80*	12,00,43	*23,56,48*	26,49,00
(*d*) Stores, etc., not finally charged off in the accounts.	*8,20,36*	6,77,04	*4,30,32*	3,65,11	*12,50,68*	10,42,15
(*e*) Total . .	*3,83,50,30*	3,81,22,32	*2,44,36,50*	2,44,59,03	*6,27,86,80*	6,25,81,35
4. *Total Capital at Charge at the end of the financial year [Items 1 (b) plus 3 (e)].*	*5,03,89,81*	5,01,61,83	*2,93,36,52*	2,93,59,05	*7,97,26,33*	7,95,20,88

NOTE.—The expenditure shown in columns 3, 5 and 7 has been recast as far as possible over different heads according to the new Capital classification introduced from April 1933.

II-B.—Summary of Capital Outlay to the end of the years 1932-33

Classification.	Year.	Capital outlay during the year.				
		Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
1. Branch line Companies' Railways under Guarantee Terms—		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Worked by the branch line company	*1932-33*	*—1*	*—2*	*Nil*	*—23*	*26*
	1933-34	*Nil*	1	*Nil*	—11	—10
(b) Worked by the main line	*1932-33*	*4*	*Nil*	*Nil*	*Nil*	*4*
	1933-34	28	*Nil*	*Nil*	*Nil*	28
2. Branch line Companies' Railways under rebate terms worked by the main line.	*1932-33*	*2,14*	*—1*	*6*	*Nil*	*2,19*
	1933-34	1,22	12	21	*Nil*	1,55
3. Branch line Companies' Railways under guarantee and rebate terms.	*1932-33*	*45*	*Nil*	*Nil*	*Nil*	*45*
	1933-34	5	*Nil*	*Nil*	*Nil*	5
4. Companies' lines subsidized by the Government of India.	*1932-33*	*6,18*	*47*	*11*	*—2,38*	*4,38*
	1933-34	6,83	90	—3	—1,02	6,68
5. Companies' lines subsidized by Local Governments	*1932-33*	*17*	*—1,06*	*Nil*	*—73*	*—1,62*
	1933-34	20	*Nil*	13	20	53
6. Unassisted Companies' lines	*1932-33*	*18*	*1*	*Nil*	*2*	*21*
	1933-34	*Nil*	8	*Nil*	4	4
7. District Board lines	*1932-33*	*21*	*Nil*	*Nil*	*Nil*	*21*
	1933-34	5	—1	*Nil*	*Nil*	4
8. Companies' lines subsidized by District Boards.	*1932-33*	*56*	*2*	*—99*	*—89*	*—1,30*
	1933-34	1,63	*Nil*	*Nil*	—43	1,20
9. Indian State lines worked by Indian States	*1932-33*	*74,79*	*12,57*	*2,95*	*—13,40*	*76,91*
	1933-34	1,55,45	38,10	11,28	—7,93	1,96,90
10. Indian State lines worked by the main line	*1932-33*	*18,84*	*3,09*	*1,43*	*—4,04*	*19,32*
	1933-34	14,91	19	1,73	—52	16,31
11. Companies' lines guaranteed by Indian States	*1932-33*	*—1*	*Nil*	*—1*	*Nil*	*—2*
	1933-34	1	32	*Nil*	*Nil*	33
12. Lines in Foreign territory worked by British Indian Railway Companies.	*1932-33*	*3,46*	*Nil*	*—1*	*Nil*	*3,45*
	1933-34	1,78	*Nil*	*Nil*	*Nil*	1,78
13. TOTAL	*1932-33*	*1,07,00*	*15,07*	*3,54*	*—21,65*	*1,03,96*
	1933-34	1,82,41	39,71	13,32	—9,85	2,25,59
14. Miscellaneous	*1932-33*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1933-34	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. GRAND TOTAL	*1932-33*	*1,07,00*	*15,07*	*3,54*	*—21,65*	*1,03,96*
	1933-34	1,82,41	39,71	13,32	—9,85	2,25,59

[*For details, see Statement 2 (b), pages 28—39.*]

and 1933-34 of other than State-owned Railways. (*In thousands of rupees.*)

‖ Total capital outlay to the end of the year.					Classification.
Works.	Rolling-stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	1. Branch line Companies' Railways under Guarantee Terms—
93,10	*21,28*	*8,75*	*1,92*	*1,25,05*	(*a*) Worked by the branch line company.
93,09	21,29	8,75	1,82	1,24,95	
80,59	*1,17*	*7,71*	*Nil*	*89,47*	(*b*) Worked by the main line.
80,86	1,17	7,71	*Nil*	89,74	
6,14,30	*56,08*	*79,16*	*Nil*	*7,49,54*	2. Branch line Companies' Railways under rebate terms worked by the main line.
6,14,29	56,23	80,58	*Nil*	7,51,10	
1,76,87	*3,04*	*9,56*	*2,00*	*1,91,47*	3. Branch line Companies' Railways under guarantee and rebate terms.
1,76,92	3,04	9,56	2,00	1,91,52	
**12,41,96*	*3,97.01*	*1,11,03*	*14,72*	*17,64,72*	4. Companies' lines subsidized by the Government of India.
*12,48,79	3,97,91	1,11,00	13,70	17,71,40	
1,05,94	*72,38*	*20,96*	*3,87*	*2,03,15*	5. Companies' lines subsidized by Local Governments.
1,06.14	72,38	21,08	4,07	2,03,67	
30,13	*5,88*	*25*	*27*	*36.53*	6. Unassisted Companies' lines.
33,33	7,56	32	24	41,45	
71,80	*7,03*	*6,24*	*Nil*	*85,07*	7. District Board lines.
71,56	7,01	6,53	*Nil*	85,10	
1,05,73	*41,00*	*2,61*	*2,05*	*1,51,39*	8. Companies' lines subsidized by District Boards.
1,04,16	39,39	2,53	1,62	1,47,70	
†26,40,78	*8,58,85*	*1,63,56*	*89,16*	*37,52,35*	9. Indian State lines worked by Indian States.
28,03,80	9,01,44	1,77,12	81,23	39,63,59	
11,54,57	*1,19,90*	*77,87*	*6,50*	*13,58,84*	10. Indian State lines worked by the main line.
10,83,71	1,19,44	82,12	5,98	12,91,25	
8,42	*5,60*	*1,76*	*Nil*	*15,78*	11. Companies lines guaranteed by Indian States.
8,43	5,92	1,76	*Nil*	16,11	
‡2,30,62	*Nil*	*1,50*	*Nil*	*2,32,12*	12. Lines in Foreign territory worked by British Indian Railway Companies.
§ 2,32,40	*Nil*	1,50	*Nil*	2,33,90	
65,54,81	*15,89,22*	*4,90,96*	*1,20,49*	*87,55,48*	13. Total.
66,57,48	16,32,78	5,10,56	1,10,66	89,11,48	
8,23	*Nil*	*64*	*Nil*	*8,87*	14. Miscellaneous.
8,23	*Nil*	64	*Nil*	8,87	
65,63,04	*15,89,22*	*4,91,60*	*1,20,49*	*87,64,35*	15. Grand Total.
66,65,71	16,32,78	5,11,20	1,10,66	89,20,35	

* Includes 11,95 being the capital outlay of Matheran Light Railway to the end of 1927-28, the details of which are not available.

† Includes 44,91 being the capital outlay on Mavli-Kankroli and Kankroli-Kamboli Sections of Udaipur-Chitorgarh Railway, the details of which are not available.

‡ Includes 2,19,13 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

§ Includes 2,20,90 being the capital outlay on the West of India Portuguese Railway, the details of which are not available.

‖ Ordinarily, the figures shown under the head "Total Capital outlay to the end of the year" should agree with the figures under the same head in the previous year *plus* those shown under "Capital outlay during the year" in this Report. Where they do not do so, the difference is due to certain adjustments made in the cumulative figures not passed through the accounts for the year.

[*For details, see Statement 4, page 42.*]

III.—Summary of total Interest Charges chargeable against Net Revenue Receipts of **State-owned** *Railways for the years 1932-33 and 1933-34.*

Particulars.	Central.								Total Provincial.		Grand Total.	
	State lines worked by the State.		State lines worked by companies or by Indian States.		Miscellaneous items.		Total.					
	1932-33.	1933-34.	1932-33.	1933-34.	1932-33.	1933-34.	1932-33.	1933-34.	1932-33.	1933-34.	1932-33.	1933-34.
1	2	3	4	5	6	7	8	9	10	11	12	13
1. Interest on sterling debt . . £	*3,591,078*	3,606,713	*893,913*	899,366	..	..	*4,484,991*	4,506,079	..	..	*4,484,991*	4,506,079
2. Interest on capital contributed by companies :—												
(*a*) On share capital £	..	..	*420,000*	420,000	..	..	*420,000*	420,000	..	..	*420,000*	420,000
(*b*) On debenture and debenture stock £	..	..	*582,725*	542,517	..	..	*582,725*	542,517	..	..	*582,725*	542,517
3. Total . £	..	..	*1,002,725*	962,517	..	..	*1,002,725*	962,517	..	..	*1,002,725*	962,517
4. Grand Total . £	*3,591,078*	3,606,713	*1,896,638*	1,861,883	..	..	*5,487,716*	5,468,596	..	..	*5,487,716*	5,468,596
5. Converted into rupees at average rate of exchange . . (In thousands of rupees)	*4,77,18*	4,80,34	*2,53,31*	2,48,65	(*a*)—*91*	(*a*)—31	*7,29,58*	7,28,68	..	..	*7,29,58*	7,28,68
6. Interest on capital outlay provided by Government . . (In thousands of rupees).	*15,83,98*	15,64,26	*9,51,90*	9,40,88	*17,52*	16,61	*25,53,40*	25,21,75	*57*	53	*25,53,97*	25,22,28
7. Interest on rupee debt (In thousands of rupees)	*4*	4	*7,50*	7,50	..	..	*7,54*	7,54	..	..	*7,54*	7,54
8. Grand Total . . (In thousands of rupees).	*20,61,20*	20,44,64	*12,12,71*	11,97,03	*16,61*	16,30	*32,90,52*	32,57,97	*57*	53	*32,91,09*	32,58,50

(*a*) Represents exchange charges.

[*For details, see Statement No. 3, pages* 40 and 41.]

IV.—Summary of Gross Revenue Receipts, Working Expenses and Net Revenue Receipts of **State-owned** *Railways for the years 1932-33 and 1933-34.*

[In thousands of rupees.]

Class of Railways.	Year.	Gross Revenue Receipts.			Working Expenses.				Net Revenue Receipts.	Percentage of ordinary working expenses to earnings.
		Earnings.	Suspense.	Total.	Ordinary.	Appropriation to Depreciation Reserve Fund.	Suspense.	Total.		
1	2	3	4	5	6	7	8	9	10	11
State Railways worked by State	*1932-33*	*52,24,83*	*1,46*	*52,26,29*	*30,63,56*	*8,76,81*	*23*	*39,40,60*	*12,85,69*	*58·66*
	1933-34	54,05,78	—23,73	53,82,05	31,17,23	8,57,08	—5,63	39,68,68	14,13,37	57·66
State Railways worked by Companies or Indian States and Miscellaneous.	*1932-33*	*33,33,53*	*2,46*	*33,35,99*	*18,39,28*	*5,00,41*	*5,34*	*23,45,03*	*9,90,96*	*55·17*
	1933-34	34,24,33	—24,90	33,99,43	18,48,38	4,99,40	—10,80	23,36,98	10,62,45	53·98
Total	*1932-33*	*85,58,36*	*3,92*	*85,62,28*	*49,02,84*	*13,77,22*	*5,57*	*62,85,63*	*22,76,65*	*57·29*
	1933-34	88,30,11	—48,63	87,81,48	49,65,61	13,56,48	—16,43	63,05,66	24,75,82	56·23

[*For details, see Statement 5, pages 43-47.*]

V.—Summary of $\frac{\textit{Capital at Charge*}}{\textit{Capital outlay†}}$*, Revenue Earnings and Expenses of Railways for the years 1932-33 and 1933-34.*

[In thousands of rupees.]

Classification.	Year.	For the system *i.e.* both State-owned and other than State-owned portions.					
		‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Col. 4—5.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col.5}\times 100}{\text{Col. 4}}\right)$	Percentage of net earnings on total capital at charge given in column 3. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 3}}\right)$
1	2	3	4	5	6	7	8
		By classes of railways.					
Class I Railways	*1932-33*	§§*8,50,25,46*	*93,26,14*	*63,66,79*	*29,59,35*	*68·27*	§§*3·48*
	1933-34	8,46,80,84	96,35,48	64,31,16	32,04,32	66·74	3·78
Class II Railways	*1932-33*	*25,07,45*	*2,88,99*	*1,92,02*	*96,97*	*66·45*	*3·87*
	1933-34	26,80,46	3,16,42	1,99,20	1,17,22	62·95	4·37
Class III Railways	*1932-33*	*5,25,90*	*49,35*	*37,05*	*12,30*	*75·08*	*2·34*
	1933-34	5,50,58	47,59	36,21	11,38	76·09	2·04
Other items not included in the preceding heads	*1932-33*	§§*4,31,87*	*—43,92*	*2,93,76*	*—3,37,68*	..	..
	1933-34	5,29,35	—41,84	2,87,58	—3,29,42	..	..
		By Ownership					
Total State Railways (*a*)	*1932-33*	§§*7,92,94,46*	***85,77,99*	***59,69,99*	*26,08,00*	*69·60*	§§*3·29*
	1933-34	7,89,91,53	88,71,95	60,34,51	28,37,44	68·02	3·50
Other items not included in the preceding heads.	*1932-33*	§§*4,31,87*	*—43,92*	*2,93,76*	*—3,37,68*	..	..
	1933-34	5,29,35	—41,84	2,87,58	—3,29,42	..	..
Total other Railways	*1932-33*	*87,55,48*	*10,86,02*	*6,25,47*	*4,60,55*	*57·59*	*5·26*
	1933-34	89,11,48	11,27,09	6,31,62	4,95,47	56·04	5·56
Miscellaneous	*1932-33*	(*b*) *8,87*	*47*	*40*	*7*	..	..
	1933-34	(*b*) 8,87	45	44	1	..	..
Grand Total	*1932-33*	§§*8,84,90,68*	*96,20,56*	*68,39,62*	*27,30,94*	*71·61*	§§*3·09*
	1933-34	8,84,41,23	99,57,65	69,54,15	30,03,50	69·84	3·40

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense.)

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period, irrespective of whether the earnings have been realised, or the expenses paid. They are the administrative figures of railway accounts.

(*a*) The difference with the corresponding totals in Summary I (Column 3) and Summary IV Column 3 and Columns 6+7 is represented by the head "Other items not included in the preceding heads".

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

** Excludes 24,29 and 16,31 (in thousands) being the re-adjustments of the past transactions of Gross Earnings and Working Expenses respectively of certain worked lines of the South Indian Railway which have since formed part of the undertaking included in item 'Total other Railways.'

§§ Revised figures.

[*For details, see Statement 5, pages 43-47 and Statement 8, pages 62-77.*]

VI.—*Summary of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *, Revenue Earnings and Expenses and Mileage of Railways classified according to methods of working for the years 1932-33 and 1933-34.*

Classification.	Year.	Route mileage on 31st March.	In thousands of rupees. ‡ Total capital at charge. / Capital Outlay.	Gross earnings. §	Working expenses. §	Net earnings.	Remarks.
1	2	3	4	5	6	7	8
		Miles.					
1. State lines worked by the State (*a*)	*1932-33*	*17,696·02*	*¶5,02,90,03*	*52,24,83*	*39,30,60*	*12,94,23*	
	1933-34	17,677·84	5,00,64,47	54,05,78	39,63,07	14,42,71	
2. State lines worked by‖ companies (*a*)	*1932-33*	*13,995·32*	*¶2,90,04,43*	*33,53,16*	*20,39,39*	*13,13,77*	
	1933-34	13,998·73	2,89,27,06	34,66,17	20,71,44	13,94,73	
3. Branch line companies' railways under Guarantee terms, worked by the Branch line company.	*1932-33*	*177·93*	*1,25,05*	*7,37*	*6,24*	*1,13*	
	1933-34	177·93	1,24,95	7,26	6,31	95	
4. Branch line companies' railways under Guarantee terms, worked by the main line.	*1932-33*	*114·65*	*89,47*	*9,82*	*4,93*	*4,89*	
	1933-34	114·65	89,74	10,17	5,13	5,04	
5. Branch line companies' railways under Rebate terms, worked by the main line.	*1932-33*	*1,126·24*	*7,49,54*	*81,94*	*45,58*	*36,36*	
	1933-34	1,126·73	7,51,10	84,10	45,28	38,82	
6. Branch line companies' railways under Guarantee and rebate terms.	*1932-33*	*166·60*	*1,91,47*	*11,98*	*6,93*	*5,05*	
	1933-34	166·60	1,91,52	11,90	6,47	5,43	
7. Companies' lines subsidized by the Government of India.	*1932-33*	*2,032·33*	*17,64,73*	*2,54,61*	*1,22,68*	*1,31,93*	
	1933-34	2,032·16	17,71,40	2,71,31	1,26,16	1,45,15	
8. Companies' lines subsidized by Local Governments.	*1932-33*	*137·09*	*2,03,15*	*33,64*	*21,11*	*12,53*	
	1933-34	137·09	2,03,67	32,03	20,32	11,71	
9. Unassisted companies' lines	*1932-33*	*107·95*	*36,53*	*3,38*	*2,61*	*77*	
	1933-34	107·95	41,45	3,17	2,64	53	
10. District Board lines	*1932-33*	*136·43*	*85,07*	*18,74*	*10,17*	*8,57*	
	1933-34	136·43	85,10	17,13	8,71	8,42	
11. Companies' lines subsidized by District Boards.	*1932-33*	*267·83*	*1,51,39*	*30,35*	*20,78*	*9,57*	
	1933-34	273·62	1,47,70	29,54	20,62	8,92	
12. Indian State lines worked by Indian States.	*1932-33*	*4,958·48*	*37,52,35*	*4,53,55*	*2,78,43*	*1,75,12*	
	1933-34	5,213·55	39,63,59	4,85,89	2,90,23	1,95,66	
13. Indian State lines worked by the main line.	*1932-33*	*1,912·66*	*13,58,84*	*1,56,38*	*90,38*	*66,00*	
	1933-34	1,658·77	12,91,25	1,40,80	80,18	60,62	
14. Companies' lines guaranteed by Indian States.	*1932-33*	*38·63*	*15,78*	*1,16*	*90*	*26*	
	1933-34	38·63	16,11	1,17	89	28	
15. Lines in foreign territory worked by British Indian railway companies.	*1932-33*	*73·60*	*2,32,12*	*23,10*	*14,73*	*8,37*	
	1933-34	73·54	2,33,90	32,62	18,68	13,94	
16. Miscellaneous (*b*)	*1932-33*	*19·12*	*(b) 8,87*	*47*	*40*	*7*	
	1933-34	19·12	(b) 8,87	45	44	1	
17. Other items not included in the preceding heads.	*1932-33*	..	*¶4,31,87*	*—43,92*	*2,93,76*	*—3,37,68*	
	1933-34	..	5,29,35	—41,84	2,87,58	—3,29,42	
18 Total	*1932-33*	*42,960·88*	*¶8,84,90,68*	*96,20,56*	*68,89,62*	*27,30,94*	
	1933-34	42,953·34	8,84,41,23	99,57,65	69,54,15	30,03,50	

(*a*) The difference between the totals of items 1 and 2 with the corresponding totals in Summary I (column 3) and Summary IV, (column 3 and columns 6 + 7) is represented by "Other items not included in the preceding heads".

(*b*) See details at the foot of Statement 2 (*b*) for the year concerned.

* In the case of State-owned Railways.

† In the case of other than State-owned Railways.

‡ On open line and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a Railway in an accounting period, irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of Railway Accounts.

‖ Include State lines worked by Indian States.

¶ Revised figures.

[*For details, see Statement 8, pages 62–77.*

STATISTICAL SUMMARIES.

VII.—Summary of the Mileage of Railways on 31st March 1934.

Classification.	Route mileage open on the 31st March 1934.			Track mileage open on the 31st March 1934.			Route mileage opened during the financial year 1933-34.	Route mileage authorised but not open for traffic on 31st March 1934.	
	Single line.	Double, treble, etc., lines as the case may be.	Total.	Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
1	2	3	4	5	6	7	8	9	10
1. Class I Railways—									
5′ 6″ gauge	17,714·97	3,416·80	21,131·77	24,804·35	7,474·66	32,279·01	2·65	126·94	*Nil*
3′ 3⅜″ gauge	14,663·79	267·53	14,931·32	15,214·40	3,230·54	18,444·94	3·82	75·00	*Nil*
2′ 6″ and 2′ 0″ gauges	2,235·01	*Nil*	2,235·01	2,235·01	252·02	2,487·03	*Nil*	*Nil*	*Nil*
Total	34,613·77	3,684·33	38,298·10	42,253·76	10,957·22	53,210·98	6·47	201·94	*Nil*
2. Class II Railways—									
3′ 3⅜″ gauge	2,539·66	*Nil*	2,539·66	2,539·66	371·63	2,911·29	5·51	102·93	37·26
2′ 6″ and 2′ 0″ gauges	969·98	*Nil*	969·98	969·98	117·24	1,087·22	*Nil*	84·14	*Nil*
Total	3,509·64	*Nil*	3,509·64	3,509·64	488·87	3,998·51	5·51	187·07	37·26
3. Class III Railways—									
3′ 3⅜″ gauge	173·68	*Nil*	173·68	173·68	26·63	200·31	*Nil*	*Nil*	13·11
2′ 6″ and 2′ 0″ gauges	971·92	*Nil*	971·92	973·33	93·65	1,066·98	*Nil*	0·29	22·34
Total	1,145·60	*Nil*	1,145·60	1,147·01	120·28	1,267·29	*Nil*	0·29	35·45
4. Total State-owned Railways—									
5′ 6″ gauge	15,729·90	3,416·80	19,146·70	22,819·28	7,196·78	30,016·06	2·65	33·95	*Nil*
3′ 3⅜″ gauge	10,661·63	249·71	10,911·34	11,176·60	2,523·98	13,700·58	3·82	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	1,637·65	*Nil*	1,637·65	1,637·65	203·60	1,841·25	*Nil*	*Nil*	*Nil*
Total	28,029·18	3,666·51	31,695·69	35,633·53	9,924·36	45,557·89	6·47	33·95	*Nil*
5. Total Other Railways—									
5′ 6″ gauge	1,986·07	*Nil*	1,985·07	1,985·07	277·88	2,262·95	*Nil*	92·99	*Nil*
3′ 3⅜″ gauge	6,715·50	17·82	6,733·32	6,751·14	1,104·82	7,855·96	5·51	177·93	50·37
2′ 6″ and 2′ 0″ gauges	2,539·26	*Nil*	2,539·26	2,540·67	259·31	2,799·98	*Nil*	84·43	22·34
Total	11,239·83	17·82	11,257·65	11,276·88	1,642·01	12,918·89	5·51	355·35	72·71
6. Total State-managed Railways—									
5′ 6″ gauge	12,117·55	2,850·74	14,968·29	18,028·78	5,621·91	23,650·69	2·65	91·00	*Nil*
3′ 3⅜″ gauge	2,975·32	214·14	3,189·46	3,403·60	920·19	4,323·79	3·82	*Nil*	*Nil*
2′ 6″ and 2′ 0″ gauges	967·03	*Nil*	967·03	967·03	117·05	1,084·08	*Nil*	*Nil*	*Nil*
Total	16,059·90	3,064·88	19,124·78	22,399·41	6,659·15	29,058·56	6·47	91·00	*Nil*
7. Total Other Railways—									
5′ 6″ gauge	5,597·42	566·06	6,163·48	6,775·57	1,852·75	8,628·32	*Nil*	35·94	*Nil*
3′ 3⅜″ gauge	14,401·81	53·39	14,455·20	14,524·14	2,708·61	17,232·75	5·51	177·93	50·37
2′ 6″ and 2′ 0″ gauges	3,209·88	*Nil*	3,209·88	3,211·29	345·86	3,557·15	*Nil*	84·43	22·34
Total	23,209·11	619·45	23,828·56	24,511·00	4,907·22	29,418·22	5·51	298·30	72·71
8. Total by gauges—									
5′ 6″ gauge	17,714·97	3,416·80	21,131·77	24,804·35	7,474·66	32,279·01	2·65	126·94	*Nil*
3′ 3⅜″ gauge	17,377·13	267·53	17,644·66	17,927·74	3,628·80	21,556·54	9·33	177·93	50·37
2′ 6″ and 2′ 0″ gauges	4,176·91	*Nil*	4,176·91	4,178·32	462·91	4,641·23	*Nil*	84·43	22·34
Grand Total	39,269·01	3,684·33	42,953·34	46,910·41	11,566·37	58,476·78	11·98	389·30	72·71

Note.—Route mileage open on 31st March 1933	42,960·88
Add Route mileage opened during 1933-34	11·98
Total	42,972·86
Route mileage open on 31st March 1934 as shown in column 4 above	42,953·34
Difference (*vide* details below)	—19·52
Net decrease on account of exclusion from the route mileage figures of the Cawnpore-Burhwal link of a length of 16·79 miles *vide* footnote against remark (*a*) on page 66	—16·79
Net decrease on account of realignments, remeasurements, etc.	—2·68
Net decrease on account of abandonment of the old Purli Station on the N. S. Railway	—0·05
	—19·52

VIII.—Summary of Equipment showing

Classification.	Locomotives.				Rail Motors.		Steam Coaches.		†Electric Motor Coaches.			Coaching Vehicles.						
												Excluding vehicles used exclusively on Railway Service.					Other vehicles including brake vans.	Railway Service vehicles (including officers' carriages).
												Passenger carriages.						
			Total tractive effort in lbs.										Seats.					
	Steam. No.	Electric No.	Steam.	Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	Average weight in tons.	No. (In units.)	1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
Class I Railways.												*						
5′ 6″ gauge . .	‡5,671 (d)	69	§143,258,678	2,116,352	1	7	14	1,155	93	9,188	69	9,829 *	24,682	45,392	65,146	674,837	3,668	1,138
3′ 3⅜″ gauge .	2,715	(a)6	40,468,767	(b)41,600	3	220	7	623	24	1,031	38	7,781	10,904	14,876	12,778	371,898	1,494	617
	Number.				Number.													
2′ 6″ and 2′ 0″ gauges	286				7		6	192	..	..	..	907	1,129	1,496	1,884	27,404	98	47
Class II Railways.																		
3′ 3⅜″ gauge . .	277				6		..	..	..	..	..	967	1,348	2,416	1,142	36,504	209	80
2′ 6″ and 2′ 0″ gauges	151				5		(c)7	..	..	..	..	733	566	830	404	18,786	54	22
Class III Railways.																		
3′ 3⅜″ gauge . .	18				..		..	..	..	..	..	64	52	133	80	2,499	19	4
2′ 6″ and 2′ 0″ gauges	130				18		1	..	..	..	..	472	481	451	1,064	11,767	67	19

IX.—Summary of net additions

Classification.	Locomotives.				Rail Motors.		Steam Coaches.		†Electric Motor Coaches.		Coaching Vehicles.						
											Excluding vehicles used exclusively on Railway Service.						Railway Service vehicles (including officers carriages).
											Passenger carriages.					Other vehicles including brake vans.	
			Total tractive effort in lbs.									Seats.					
	Steam. No.	Electric No.	Steam.	Electric.	No.	Seats.	No.	Seats.	No. (In units.)	Seats.	No. (In units.)	1st.	2nd.	Inter.	Third.	No. (In units.)	No. (In units.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class I Railways.																	
5′ 6″ gauge . .	—113	..	—1,600,829	..	—1	—5	1	..	..	..	*—99	—532	192	—2,410	—1,596	—74	49
3′ 3⅜″ gauge . .	—23	..	201,659	..	..	..	..	..	7	311	*—143	—89	114	125	—7,440	30	18
	Number.				Number.												
2′ 6″ and 2′ 0″ gauges	2				..		..	..	..	..	3	—23	—1	—141	423	..	11
Class II Railways.																	
3′ 3⅜″ gauge . .	23				1		..	..	..	..	152	41	127	16	4,843	..	10
2′ 6″ and 2′ 0″ gauges	—1				..		..	..	..	..	—14	..	..	—4	—115	2	..
Class III Railways.																	
3′ 3⅜″ gauge . .	..				..		..	..	..	..	1	..	—10	..	100	..	..
2′ 6″ and 2′ 0″ gauges	—1				1		1	..	..	..	..	—9	14	4	257	—4	..
By gauges.																	
5′ 6″ gauge . .	—113	..	—1,600,829	..	—1		1	..	..	..	—99	—532	192	—2,410	—1,596	—74	49
	Number.																
3′ 3⅜″ gauge . .	..				1		..	..	7	311	10	—48	231	141	—2,497	30	28
2′ 6″ and 2′ 0″ gauges	..				1		1	..	..	..	—11	—32	13	—141	565	—2	11

* Excludes Military cars, Dining cars, Saloons (Royal and State) and reserved carriages for the public which are included in columns 18 and 17 respectively in Summaries VIII and IX.

† Motor Coach composites.

‡ Includes one Petrol Locomotive.

§ Includes 2,460Lbs. tractive effort of 1 Petrol Locomotive.

(a) Includes 2 Battery tenders.

(b) For 4 Electric Locomotives only.

(c) Includes 4 Internal Combustion Coaches.

(d) Includes 2 Engines lent to the Gaekwar's Baroda State Ry.

actual stock running on 31st March 1934. [*For details, see Statement 10, pages 79—88 and Statement 34, pages 213—214.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.							Railway Service Vehicles including inspection trollies, travelling cranes and their dummy trucks.	Road Motors.	Classification.
Covered wagons.		Open wagons, high sided.		Open wagons, low sided.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.	No.	
20	21	22	23	24	25	26	27	28	29
									Class I Railways.
93,855	1,962,283	36,939	795,123	5,202	110,206	12,250	3,999	105	5′ 6″ gauge.
47,085	606,306	3,031	43,626	4,928	64,688	6,344	4,051	8	3′ 3⅜″ gauge.
			Number. 3,489				127	..	2′ 6″ and 2′ 0″ gauges
									Class II Railways.
			6,414				176	..	3′ 3⅜″ gauge
			2,513				49	..	2′ 6″ and 2′ 0″ gauges.
									Class III Railways.
			420				12	..	3′ 3⅜″ gauge.
			1,360				35	..	2′ 6″ and 2′ 0″ gauges.

to or reductions of Equipment during the year 1933-34. [*For details, see Statement 11, pages 90—91 and Statement 35, page 215.*]

GOODS WAGONS. Excluding vehicles used exclusively on Railway Service.					Railway Service Vehicles including inspection trollies, travelling cranes & their dummy trucks.	Road Motors	Classification.
Covered wagons.		Open wagons.		Special wagons including brake vans.			
No. (In units.)	Total capacity in tons.	No. (In units.)	Total capacity in tons.	No. (In units.)	No. (In units.)	No.	
19	20	21	22	23	24	25	26
							Class I Railways.
—6	52,467	—835	793	—378	—109	1	5′ 6″ gauge.
—604	—2,106	—155	—4,131	—65	49	..	3′ 3⅜″ gauge.
		Number. —8			—17	..	2′ 6″ and 2′ 0″ gauges.
							Class II Railways.
		274			6	..	3′ 3⅜″ gauge.
		—11			..	..	2′ 6″ and 2′ 0″ gauges.
							Class III Railways.
		3			2	..	3′ 3⅜″ gauge.
		—13			4	..	2′ 6″ and 2′ 0″ gauges.
							By gauges.
—6	52,467	—835	793	—378	—109	1	5′ 6″ gauge.
		Total Number. —547			57	..	3′ 3⅜″ gauge.
		—3			—13	..	2′ 6″ and 2′ 0″ gauges.

X.—*Summary of Passenger and Goods Revenue*

Headings.	Class I Railways.		Class II Railways.		Class III Railways.	
	1932-33.	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.
1	2	3	4	5	6	7
1. Number of Passengers (in hundreds)—						
1st class . . . . . No.	*492,5*	477,4	*23,7*	23,0	*9,2*	9,5
2nd class . . . . . ,,	*5,501,4*	5,252,9	*183,9*	203,0	*27,4*	26,7
Inter class . . . . . ,,	*10,910,2*	10,635,6	*188,1*	160,4	*116,7*	112,7
3rd class . . . . . ,,	*474,941,6*	459,907,8	*25,348,6*	28,961,2	*7,201,8*	7,074,9
Total (*a*) . ,,	*491,845,7*	476,273,7	*25,744,3*	29,347,6	*7,355,1*	7,223,8
2. Passenger miles (in thousands)—						
1st class . . . . . Miles	*80,959*	79,543	*951*	973	*232*	213
2nd class . . . . . ,,	*312,480*	302,841	*7,727*	8,212	*641*	601
Inter class . . . . . ,,	*512,171*	501,418	*4,925*	4,392	*1,725*	1,787
3rd class . . . . . ,,	*15,985,162*	15,500,911	*584,907*	635,367	*114,574*	114,122
Total . ,,	*16,890,772*	16,384,713	*598,510*	648,944	*117,172*	116,723
3. Average miles a passenger was carried—						
1st class . . . . . Miles	*164·4*	166·6	*40·1*	42·3	*25·2*	22·4
2nd class . . . . . ,,	*56·8*	57·7	*42·0*	40·5	*23·4*	22·5
Inter class . . . . . ,,	*46·9*	47·1	*26·2*	27·4	*14·8*	15·9
3rd class . . . . . ,,	*33·7*	33·7	*23·1*	21·9	*15·9*	16·1
Total . ,,	*34·3*	34·4	*23·2*	22·1	*15·9*	16·2
4. Earnings from passengers carried (in thousands of rupees)—						
1st class . . . . . Rs.	*76,70*	74,75	*1,02*	1,07	*23*	25
2nd class . . . . . ,,	*1,42,81*	1,37,31	*4,01*	4,24	*62*	69
Inter class . . . . . ,,	*1,13,20*	1,09,69	*1,43*	1,31	*51*	54
3rd class . . . . . ,,	†*26,50,40*	25,29,01	*1,16,71*	1,26,10	*24,56*	23,98
Total . ,,	†*29,83,11*	(c) 28,50,76	*1,23,17*	1,32,72	*25,92*	25,46
5. Average rate charged per passenger per mile (in pies)—						
1st class . . . . . Pies	*18·2*	18·0	*20·6*	21·1	*19·0*	22·5
2nd class . . . . . ,,	*8·77*	8·71	*9·96*	9·91	*18·6*	22·0
Inter class . . . . . ,,	*4·24*	4·20	*5·57*	5·73	*5·68*	5·80
3rd class . . . . . ,,	†*3·18*	3·13	*3·83*	3·81	*4·12*	4·03
Total . ,,	†*3·39*	3·34	*3·95*	3·93	*4·25*	4·19
6. Tons of goods carried (in thousands) (*b*) .	*89,584*	97,649	*3,954*	4,344	*881*	901
7. Net ton-miles (in thousands) . . .	*16,978,015*	18,459,656	*200,492*	221,726	*24,034*	25,435
8. Average miles a ton of goods was carried .	*190*	189	*50·7*	51·0	*27·3*	28·2
9. Earnings from goods carried (in thousands of rupees).	*55,30,36*	59,82,58	*1,41,21*	1,58,66	*17,28*	17,30
10. Average rate charged for carrying a ton of goods one mile . . . . Pies.	*6·25*	6·22	*13·5*	13·7	*13·8*	13·1

(*a*)
(*b*) } See remarks on page 13.
(*c*)

† Revised figures

[*For details, see Statements 12, 13 and 36, pages 92—111 and 216—221.*]

Statistics for the years 1932-33 and 1933-34.

5′ 6″ gauge.		3′ 3⅜″ gauge.		2′ 6″ and 2′ 0″ gauges.		All Railways.		Headings.
1932-33.	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	
8	9	10	11	12	13	14	15	16
								1. Number of Passengers (in hundreds)—
356,2	345,9	*147,5*	141,6	*21,7*	22,4	*428,9*	420,5	1st class . . . No.
4,318,9	4,130,7	*1,306,6*	1,252,8	*87,2*	99,1	*5,278,3*	5,050,3	2nd class . . . ,,
9,568,6	9,239,7	*1,336,0*	1,382,6	*310,4*	286,4	*10,871,1*	10,557,3	Inter class. . . ,,
296,372,8	289,802,2	*188,437,5*	183,979,9	*22,681,7*	22,161,8	*485,316,9*	473,585,0	3rd class . . . ,,
310,616,5	303,518,5	*191,227,6*	186,756,9	*23,101,0*	22,569,7	*501,895,2*	489,613,1	TOTAL (a) . ,,
								2. Passenger miles (in thousands)—
67,161	66,203	*14,290*	13,824	*691*	702	*82,142*	80,729	1st class . . . Miles.
242,747	237,063	*75,177*	71,418	*2,924*	3,173	*320,848*	311,654	2nd class . . . ,,
452,889	441,690	*59,649*	60,226	*6,283*	5,681	*518,821*	507,597	Inter class. . . ,,
10,717,982	10,495,259	*5,557,028*	5,357,367	*409,633*	397,774	*16,684,643*	16,250,400	3rd class . . . ,,
11,480,779	11,240,215	*5,706,144*	5,502,835	*419,531*	407,330	*17,606,454*	17,150,380	TOTAL
								3. Average miles a passenger was carried—
188·5	191·4	*96·9*	97·6	*31·9*	31·3	*191·5*	192·0	1st class . . . Miles.
56·2	57·4	*57·5*	57·0	*33·5*	32·0	*60·8*	61·7	2nd class . . ,,
47·3	47·8	*44·6*	43·6	*20·2*	19·8	*47·7*	48·1	Inter class . . . ,,
36·2	36·2	*29·5*	29·1	*18·1*	17·9	*34·4*	34·3	3rd class . . ,,
37·0	37·0	*29·8*	29·5	*18·2*	18·0	*35·1*	35·0	TOTAL . ,,
								4. Earnings from passengers carried (in thousands of rupees)—
62,04	60,95	*14,78*	14,12	*1,13*	1,00	*77,95*	76,07	1st class . . . Rs.
1,08,15	1,04,59	*36,90*	35,19	*2,39*	2,46	*1,47,44*	1,42,24	2nd class . . . ,,
99,42	96,01	*13,75*	13,84	*1,97*	1,69	*1,15,14*	1,11,54	Inter class . ,,
†*17,59,34*	16,98,83	*9,42,40*	8,95,60	*89,93*	84,66	†*27,91,67*	26,79,09	3rd class . . . ,,
†*20,28,95*	19,60,38	*10,07,83*	9,58,75	*95,42*	89,81	†*31,32,20*	(c) 30,08,94	TOTAL . ,,
								5. Average rate charged per passenger per mile (in pies)—
17·7	17.7	*19·9*	19·6	*31·3*	27·4	*18·2*	18·1	1st class . . . Pies.
8·55	8·47	*9·42*	9·46	*15·7*	14·9	*8·82*	8·76	2nd class. . . ,,
4·21	4·17	*4·43*	4·41	*6·02*	5·71	*4·26*	4·22	Inter class . . ,,
†*3·15*	3·11	*3·26*	3·21	*4·22*	4·09	†*3·21*	3·17	3rd class . . . ,,
†*3·39*	3·35	*3·39*	3·35	*4·37*	4·23	†*3·42*	3·37	TOTAL . ,,
66,299	72,034	*25,108*	27,578	*3,012*	3,282	*70,601*	76,513	6. Tons of goods carried (in thousands) (b)
13,880,450	15,065,858	*3,197,117*	3,506,604	*124,884*	134,355	*17,202,541*	18,706,817	7. Net ton-miles (in thousands)
209	209	*127·3*	127·2	*41·5*	40·9	*243·7*	244·5	8. Average miles a ton of goods was carried.
41,41,35	44,76,46	*14,48,21*	15,79,45	*99,29*	1,02,63	*56,88,85*	61,58,54	9. Earnings from goods carried (in thousands of rupees).
5·73	5·70	*8·70*	8·65	*15·3*	14·7	*6·35*	6·32	10. Average rate charged for carrying a ton of goods one mile. Pies.

(*a*) Columns 2 to 7 represent the total of passengers carried on individual railways, and columns 8 to 13 the total of number carried on individual gauges on all railways treating in both cases the passengers travelling over two or more gauges or two or more railways as having performed two or more journeys. Columns 14 and 15 represent the number originating on all railways irrespective of the number of railways or gauges travelled over by each passenger.

(*b*) The above remarks apply to tons carried also.

(*c*) Excludes credit of Rs. 1,94(000) received from the E. I. Railway on account of passengers carried over the Delhi—Ghaziabad section for the period April 1925 to May 1931: this amount is included in statements 5 and 6.

† Revised figures.

[*For details, see Statement 5, pages 43—47 and Statement 14, pages 112—115.*]

XI.—Summary of Revenue Earnings and Expenses rated against selected units, by Classes and Gauges, for the years 1932-33 and 1933-34.

Class or Gauge.	Year.	Net earnings.			Working expenses.*			Gross earnings.			
		Total (in thousands).	Per train mile.	Per mean mile worked.	Total (in thousands).	Per train mile.	Per mean mile worked per week.	Total (in thousands).	Per train mile.	Per mean mile worked.	Per mean mile worked per week.
1	2	3	4	5	6	7	8	9	10	11	12
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
					By classes of railways.						
Class I Railways	*1932-33*	*29,59,35*	*1·83*	*7,593*	*63,56,79*	*3·93*	*312*	*93,26,14*	*5·76*	*23,875*	*458*
	1933-34	32,04,32	1·95	8,232	64,31,16	3·90	316	96,35,48	5·85	24,736	475
Class II Railways	*1932-33*	*96,97*	*1·46*	*2,936*	*1,92,02*	*2·89*	*111*	*2,88,99*	*4·36*	*8,744*	*167*
	1933-34	1,17,22	1·61	3,313	1,99,20	2·74	108	3,16,42	4·35	8,941	171
Class III Railways	*1932-33*	*12,30*	*0·66*	*1,070*	*37,05*	*2·00*	*62*	*49,35*	*2·66*	*4,291*	*82*
	1933-34	11,38	0·55	1,026	36,21	1·75	62	47,59	2·30	4,292	82
					By gauges.						
5′ 6″ Gauge	*1932-33*	*20,46,63*	*1·93*	*9,558*	*47,34,01*	*4·46*	*423*	*67,80,64*	*6·40*	*31,589*	*606*
	1933-34	22,56,50	2·09	10,480	47,99,31	4·43	427	70,55,81	6·52	32,742	628
3′ 3¼″ Gauge	*1932-33*	*10,08,39*	*1·82*	*5,608*	*16,61,44*	*2·98*	*176*	*26,69,83*	*4·80*	*14,781*	*284*
	1933-34	10,62,75	1·87	5,869	16,70,58	2·93	176	27,33,33	4·79	15,064	289
2′ 6″ and 2′ 0″ Gauges	*1932-33*	*13,60*	*0·18*	*348*	*2,00,41*	*2·61*	*95*	*2,14,01*	*2·78*	*5,267*	*101*
	1933-34	13,67	0·18	353	1,96,68	2·47	94	2,10,35	2·65	5,268	101
					Total all railways.						
†Total	*1932-33*	*30,68,62*	*1·87*	*7,065*	*65,95,86*	*4·01*	*291*	*96,64,48*	*5·88*	*22,202*	*426*
	1933-34	33,32,92	1·99	7,647	66,66,57	3·97	293	99,99,49	5·95	22,927	440

* Includes Replacement and Renewal or contribution to Depreciation Reserve Fund, as the case may be.

† The difference between these totals and those shown in Summary V consists of "other items not included in the preceding head" included in the latter.

[*For details, see Statement 17, pages 120—125 and Statement 37 pages 222—226.*]

XII.—Summary of Train and Engine Mileage for the years 1932-33 and 1933-34. (In thousands of miles.)

Particulars.	Year.	Train Miles.				Shunting and other Engine Miles.			Total engine miles (Cols 6+9).
		‡ Passenger.	‡ Goods.	‡ Mixed.	Total (including departmental).	Shunting.	*Miscellaneous.	Total. (Cols. 7+8).	
1	2	3	4	5	6	7	8	9	10
					By classes of railways.				
Class I Railways . . Steam	*1932-33*	*78,223*	*44,166*	*26,217*	*152,959*	*24,638*	*12,329*	*36,967*	*189,926*
	1933-34	77,612	46,029	27,378	155,607	25,001	12,596	37,597	193,204
Class I Railways . . †Electric	*1932-33*	*1,592*	*530*	*Nil*	*2,173*	*48*	*340*	*388*	*2,561*
	1933-34	1,602	573	Nil	2,244	131	331	462	2,706
Class II Railways . . Steam	*1932-33*	§*1,624*	§*723*	§*4,181*	§*6,634*	§*1,140*	§*95*	*1,235*	§*7,869*
	1933-34	2,031	767	4,369	7,265	1,244	132	1,376	8,641
Class III Railways . . Steam	*1932-33*	*471*	*109*	§*1,259*	*1,854*	*204*	*251*	*455*	*2,309*
	1933-34	446	159	1,441	2,070	207	252	459	2,529
					By gauges.				
5′ 6″ gauge . . Steam	*1932-33*	*55,545*	*32,170*	*8,460*	*98,292*	*16,633*	*9,353*	*25,986*	*124,779*
	1933-34	54,613	33,490	9,902	100,761	16,710	9,427	26,137	126,898
5′ 6″ gauge . . †Electric	*1932-33*	*1,592*	*530*	*Nil*	*2,173*	*48*	*340*	*388*	*2,561*
	1933-34	1,602	573	Nil	2,244	131	331	462	2,706
3′ 3½″ gauge . . . Steam	*1932-33*	§*22,946*	§*11,731*	§*18,550*	§*54,951*	§*8,271*	§*2,881*	*11,152*	§*66,103*
	1933-34	23,535	12,368	18,532	56,237	8,698	3,110	11,808	68,045
2′ 6″ and 2′ 0″ gauges . . Steam	*1932-33*	*1,827*	*1,097*	§*4,647*	*7,703*	*1,078*	*441*	*1,519*	*9,222*
	1933-34	1,941	1,097	4,754	7,944	1,044	443	1,487	9,431
					Total all railways.				
Total . . Steam	*1932-33*	§*30,318*	§*44,998*	§*31,657*	§*161,447*	§*25,982*	§*12,675*	*38,657*	§*200,104*
	1933-34	80,089	46,955	33,188	164,942	26,452	12,980	39,432	204,374
Total . . †Electric	*1932-33*	*1,592*	*530*	*Nil*	*2,173*	*48*	*340*	*388*	*2,561*
	1933-34	1,602	573	Nil	2,244	131	331	462	2,706

* Includes light, assisting required, assisting not required, siding and departmental.
† Other than electric multiple unit suburban trains.
‡ Excluding departmental.
§ Revised figures.

XIII.—Summary of Selected Operating Statistics of Class I Railways, by Gauges, for the year ended 31st March 1934.

Particulars.			5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
1.* *Coaching vehicle miles*—*(In thousands)*			1,018,518	530,679	38,130
2.* *Wagon miles*—(In thousands)					
2·01 Loaded			1,178,124	470,899	20,177
2·02 Total (excluding brake vans)			1,718,958	642,527	28,925
2·03 Percentage loaded of total			68·5	73·3	69·8
3.* Net or freight ton miles (In thousands)		Steam	14,508,517	3,188,537	72,167
		Electric‡	274,716	..	..
4. *Gross ton miles (including weight of engine)*—(In thousands)					
4·01 Passenger and proportion of mixed.	Excluding departmental	Steam	24,165,022	6,946,781	318,319
		Electric‡	714,941	..	..
	Including departmental	Steam	24,294,262	7,027,081	319,126
		Electric‡	716,401	..	..
4·02 Goods and proportion of mixed.	Excluding departmental	Steam	34,662,852	7,773,853	257,472
		Electric‡	650,389	..	..
	Including departmental	Steam	35,879,277	8,207,085	279,370
		Electric‡	663,632	..	..
5.* *Vehicle and Wagon Usage*—					
5·01 Vehicle Miles per vehicle day (in terms of 4-wheelers)			121	97	54
5·02 Wagon miles per wagon day (in terms of 4-wheelers)			32·5	26·5	12·7
5·03 Net ton miles per wagon day (in terms of 4-wheelers)			283	134	32
5·04 Average wagon load (Total traffic) (in terms of 4-wheelers)			12·5	6·76	3·58
6.* *Average speed of goods trains—Train miles per train engine hour*—					
Through Goods trains [excluding van goods and shunting (pick up) trains]—					
6·01 Main lines		Steam	§	§	..
		Electric‡	18·9	..	..
6·02 Branch lines			§	§	..
6·03 Total		Steam	§	§	..
		Electric‡	18·9	..	..
All Goods trains—					
6·04 Main lines		Steam	11·9	11·1	..
		Electric‡	13·9	..	..
6·05 Branch lines			10·9	10·7	..
6·06 Total		Steam	11·7	11·0	8·92
		Electric‡	13·9	..	..
7.* *Average train load*—					
Passenger—					
7·01 Number of vehicles		Steam	17	16	..
		Electric‡	17	..	..
Passenger and proportion of mixed—					
7·02 Gross weight (including weight of engine)		Steam	397	230	..
		Electric‡	446	..	..
Goods—					
7·03 Main lines—Loaded wagons		Steam	36	33	..
		Electric‡	43	..	..
7·04 Main lines—Total		Steam	52	45	..
		Electric‡	52	..	..
7·05 Percentage loaded of total		Steam	68·9	73·4	..
		Electric‡	82·1	..	..

* Excluding Departmental.
‡ Excluding Electric Multiple Unit Suburban trains.
§ Figures not available.

Particulars.		5′ 6″ Gauge.	3′ 3½″ Gauge.	2′ 6″ and 2′ 0″ Gauges.
Average train load—concld.				
Goods—*contd.*				
7·06 Branch lines—Loaded wagons		25	22	—
7·07 Branch lines—Total		38	31	—
7·08 Percentage loaded of total		64·8	71·8	—
Main and Branch Lines—				
Goods and proportion of mixed—				
7·09 Net or freight weight	Steam	391	168	47
	Electric‡	479	..	..
7·10 Gross weight (*including* weight of engine)	Steam	933	410	166
	Electric‡	1,129	..	..
7·11 Gross weight (*excluding* weight of engine)	Steam	819	367	117
	Electric‡	990	..	..
8.* *Light Running*—				
Light engine miles per 100 train miles—				
8·01 Passenger and proportion of mixed		1·74	0·69	..
8·02 Goods and proportion of mixed		5·78	2·69	..
Light and assisting not required miles per 100 train miles—				
8·03 Passenger and proportion of mixed		2·21	1·04	..
8·04 Goods and proportion of mixed		6·42	4·17	..
9.* *Shunting*—				
Shunting miles per 100 train miles—				
9·01 Passenger and proportion of mixed		5·37	5·43	..
9·02 Goods and proportion of mixed		35·8	31·9	..
9·03 Wagon miles per shunting engine hour		637	531	..
10. *Efficiency*—				
10·01 Wagon* miles per engine hour (including departmental)		224	177	..
10·02 Net* ton miles per engine hour (including departmental)		1,927	877	..
10·03 Gross ton miles (including weight of engine, but excluding departmental) per engine hour (including departmental).		4,764	2,256	..
11. *Engines and Engine Usage*—				
11·01 Average authorised stock	Steam	5,768	2,698	285
	Electric‡	65	..	..
11·02 Average total number on line	Steam	5,716	2,721	285
	Electric‡	65	..	..
11·03 Average number available for use	Steam	4,709	2,326	232
	Electric‡	57	..	..
11·04 Actual number in good repair stored in any one month.	Maximum No.	717	210	21
	Minimum No.	417	82	8
11·05 Engine miles per day per engine on line (including departmental).	Steam	61	62	46
	Electric‡	114	..	..
11·06 Net* ton miles per goods locomotive day on line (including departmental).	Steam	**12,014	6,057	1,475
	Electric‡	**27,149	..	..
11·07 Net* ton miles per goods locomotive day in use	Steam	**23,521	10,924	2,956
	Electric‡	**37,189	..	..

* Excluding departmental.

‡ Excluding Electric Multiple Unit Suburban trains.

**Locomotive days of shunting engines are wholly charged to steam as the shunting operations both for Steam and Electric trains are performed by steam engines.

Particulars.		5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
12. *Density (including departmental)*—				
12·01 Passenger miles per running track mile per annum		453,155	327,315	73,647
12·02 Passenger miles per route mile per annum		531,911	333,520	73,647
12·03 Net ton miles per running track mile per annum		607,388	217,965	34,718
12·04 Net ton miles per route mile per annum		712,948	222,097	34,718
12·05 Gross ton miles (including weight of engine) per running track mile per annum.		2,481,564	1,001,299	267,782
12·06 Gross ton miles (including weight of engine) per route mile per annum.		2,912,845	1,020,283	267,782
12·07 Train miles per running track mile per day		11·4	9·16	4·89
13. *Repair of Rolling stock*—				
Engines (*including departmental*)—				
Average number under or awaiting repairs (daily)—				
In Mechanical workshops—				
13·01 Number	Steam	274	120	15
	Electric‡	2	*Nil*	..
13·02 Percentage of item 13·01 to average number on line.	Steam	4·79	4·41	5·26
	Electric‡	3·08	*Nil*	..
In sheds and transportation workshops—				
13·03 Number	Steam	693	268	37
	Electric‡	6	..	..
13·04 Percentage of item 13·03 to average total No. on line	Steam	*12·1*	9·85	13·0
	Electric‡	9·23	(*a*) 2·00	..
Coaching Stock (excluding departmental)—				
Average number under or awaiting repairs (daily)—				
In Mechanical Workshops—				
13·05 Passenger carriages.		863	560	33
13·06 Other coaching vehicles		276	74	4
13·07 Percentage of item 13·05 to average total No. on line		8·97	7·39	*3·68*
13·08 Percentage of item 13·06 to average total No. on line		8·41	6·67	4·17
In sick lines and transportation Workshops—				
13·09 Passenger carriages		219	79	30
13·10 Other coaching vehicles		76	9	6
13·11 Percentage of item 13·09 to average total number on line		2·28	1·04	3·34
13·12 Percentage of item 13·10 to average total number on line		2·32	*0·81*	*6·25*
Goods Stock (excluding departmental)—				
Average number of unserviceable wagons daily—				
In Mechanical Workshops—				
13·13 Number		2,007	722	39
13·14 Percentage of item 13·13 to average No. on line		1·40	1·11	0·64
In sick lines and transportation Workshops—				
13·15 Number		13,088	884	222
13·16 Percentage of item 13·15 to average number on line		9·13	1·35	3·62
Hot boxes—				
13·17 Coaching vehicles—Number. (Monthly)		69	53	4
13·18 Wagons—Number. (Monthly)		1,621	358	12

‡ Excluding Electric Multiple Unit Suburban trains.

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

Particulars.	5′ 6″ Gauge.	3′ 3⅜″ Gauge.	2′ 6″ & 2′ 0″ Gauges.
14. *Coal consumption for locomotive services*—			
Number of tons of fuel consumed (including departmental)—			
14·01 Foreign coal	*Nil*	*Nil*	*Nil*
14·02 Indian coal	4,351,480	1,235,878	117,539
14·03 Wood	4,233	15,298	175
14·04 Oil fuel	45,034	11	*Nil*
14·05 Total‡ (in terms of coal)	4,435,052	1,242,016	117,609
Passenger and Mixed—			
14·06* Total net tons of coal consumed	1,918,476	724,372	75,784
Goods—			
14·07* Total net tons of coal consumed—Goods service	1,850,212	349,101	26,974
14·08* Total net tons of Shunting (including siding)	482,659	104,731	9,386
14·09 Total net tons of Departmental	156,145	49,971	3,333
14·10 Total tons of coal used on all locomotive Services (*a*)	4,435,052	1,242,016	117,609
14·11* Lbs. per engine mile (shunting including siding)	64·2	34·8	—
Lbs. of coal consumed per 1,000 gross ton miles (including weight of engines)—			
14·12 Passenger* and proportion of mixed	165·9	180·6	399·5
14·13* Goods and proportion of mixed	126·3	143·2	404·3
15. *Oil consumption*—			
Lubricating oil used on engines (excluding shunting, siding and departmental)—			
15·01 Total pints (Passenger and Mixed)	5,578,786	2,251,317	204,526
15·02 Total pints (Goods trains)	3,521,863	880,053	
15·03 Pints per 100 engine miles (Passenger and Mixed)	8·14	5·81	6·21
15·04 Pints per 100 engine miles (Goods)	9·09	6·68	
Lubricating oil used on coaching, goods and departmental vehicles—			
15·05 Total pints	4,757,316	1,517,279	*Nil*
15·06 Pints per 1,000 vehicle miles	1·67	1·21	*Nil*

* Excluding Departmental.

(*a*) Including fuel used on steam coaches, internal combustion coaches and other miscellaneous services.

‡ 2½ tons of wood=1 ton of coal.
0·55 ton of oil fuel=1 ton of coal.

SECTION B.

FINANCIAL AND STATISTICAL STATEMENTS.

FINANCIAL STATEMENTS.

1. Statement of Net Revenue Receipts of ***State-owned*** *Railways for the year 1933-34 and of the per*
Government after meeting all charges against the

Class and name of Railway.	Capital at charge on 31st March 1934.	Net Revenue Receipts.	Percentage of net Revenue Receipts on Capital at charge. $\left(\frac{\text{Col. 3} \times 100}{\text{Col. 2}}\right)$
1	2	3	4
Central.			
State Lines worked by the State.			
1. Aden	..	1	..
2. Eastern Bengal	50,98,88	76,68	1·50
3. East Indian (including South Bihar)	1,43,85,63	6,45,99	4·49
4. North Western (Commercial) including Delhi (New Capital) Railways Works Scheme.	1,13,63,56	3,37,22	2·97
5. North Western (Military)	34,23,56	—58,82	—1·72
6. Great Indian Peninsula	1,21,72,88	3,28,36	2·70
7. Coal Department	1,97,36	..	..
8. Burma	35,19,96	83,93	2·38
9. TOTAL	5,01,61,83	14,13,37	2·82
State Lines worked by Companies or Indian States.			
10. Assam-Bengal	23,59,41	38,12	1·62
11. Bengal-Nagpur	77,13,70	2,19,59	2·85
12. Bezwada Extension including D. K. extension (N. S.)	45,15	5,10	11·29
13. Bombay, Baroda and Central India	75,75,05	4,82,59	6·37
14. Jodhpur-Hyderabad (British Section) (Jodhpur)	86,40	5,98	6·92
15. Lucknow-Bareilly (R. & K.)	2,46,48	18,16	7·37
16. Madras and Southern Mahratta	55,06,92	3,02,26	5·49
17. South Indian	42,99,65	2,15,10	4·79
18. Travancore (British Section) (S. I.)	54,52		
19. Travancore (Indian State Section) (S. I.)	1,33,77		
20. Tirhoot (B. & N. W.)	9,87,79	75,94	7·69
21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.	..	—3,00,39	..
22. TOTAL	2,90,13,84	10,62,45	3·66
Miscellaneous items.			
23. Abandoned Projects, etc.	32,26	..	..
24. Other miscellaneous items	2,98,34	..	..
25. Deduct—Interest during construction	..	..	..
26. TOTAL	3,30,60	..	..
27. ***Total Central***	7,95,06,27	24,75,82	3·11
Provincial.			
28. Assam (Jorhat)	13,22	..	..
29. United Provinces (Distillery siding)	1,39	..	..
30. ***Total Provincial***	14,61	..	..
31. ***Grand Total***	7,95,20,88	24,75,82	3·11

Note.—For State lines worked by companies the net revenue receipts and consequently the net gain or loss to Government as shown of wasting assets. The financial results on the basis of the amounts credited to the depreciation fund by debit to revenue.

centage of those figures on the Capital at Charge, on 31st March 1934 also of the net gain or loss to net Revenue Receipts. *(In thousands of rupees.)*

Charges against net Revenue Receipts.			Net gain or loss to Government, difference between columns (3) and (7).		Percentage of gain or loss on Capital at charge. Col. 8 or 9×100 / Column 2	Class and name of Railways.
Payment on account of share of surplus profits and of net Revenue Receipts.	Interest payments.	Total charges.	Gain.	Loss.		
5	6	7	8	9	10	11
						Central.
						State Lines worked by the State.
..	—13	—13	14	..	..	1. Aden.
..	2,01,77	2,01,77	..	1,25,09	—2·45	2. Eastern Bengal.
..	6,08,69	6,08,69	37,30	..	0·26	3. East Indian (including South Bihar).
..	4,73,57	4,73,57	..	1,36,35	—1·20	4. North Western (Commercial) including Delhi (New Capital) Rlys. Works Scheme.
..	1,44,16	1,44,16	..	2,02,98	—5·93	5. North Western (Military).
..	4,52,50	4,52,50	..	1,24,14	—1·02	6. Great Indian Peninsula.
..	9,55	9,55	..	9,55	—4·84	7. Coal Department.
..	1,54,53	1,54,53	..	70,66	—2·01	8. Burma.
..	20,44,64	20,44,64	..	6,31,27	—1·26	9. Total.
						State Lines worked by Companies or Indian States.
2	94,51	94,53	..	56,41	—2·39	10. Assam-Bengal.
..	3,45,93	3,45,93	..	1,26,34	—1·64	11. Bengal Nagpur
..	1,97	1,97	3,13	..	6·94	12. Bezwada Extension including D. K. extension (N. S.)
13,64	2,85,24	2,98,88	1,83,71	..	2·43	13. Bombay, Baroda and Central India.
..	3,74	3,74	2,24	..	2·59	14. Jodhpur-Hyderabad (British Section) (Jodhpur.)
1,15	9,45	10,60	7,56	..	3·07	15. Lucknow-Bareilly (R. & K.)
31,45	2,36,74	2,68,19	34,07	..	0·62	16. Madras and Southern Mahratta.
7,09	1,80,64	1,87,73	25,43	..	0·57	17. South Indian.
17	67	84				18. Travancore (British Section) (S. I.)
	1,10	1,10				19. Travancore (Indian State Section) (S. I.)
3,13	37,04	40,17	35,77	..	3·62	20. Tirhoot (B. & N. W.)
..	..	..	..	3,00,39	..	21. Contribution to Depreciation Reserve Fund on account of Company-worked lines and miscellaneous.
56,65	11,97,03	12,53,68	..	1,91,23	—0·66	22. Total.
						Miscellaneous items.
..	1,07	1,07	..	1,07	—3·33	23. Abandoned Projects, etc.
..	15,38	15,38	..	15,38	—5·16	24. Other miscellaneous items.
..	15	15	..	15	..	25. Deduct—Interest during construction.
..	16,30	16,30	..	16,30	—4·93	26. Total.
56,65	32,57,97	33,14,62	..	*8,38,80	—1·06	27. **Total Central.**
						Provincial.
..	46	46	..	46	—3·50	28. Assam (Jorhat).
..	7	7	..	7	—5·04	29. United Provinces (Distillery siding)
..	53	53	..	53	—3·63	30. **Total Provincial.**
56,65	32,58,50	33,15,15	..	8,39,33	—1·06	31. **Grand Total.**

against each individual railway are determined after taking into account the amount actually spent on replacements and renewal shown in the statement of financial results of the working of railways owned by the state appearing in Chapter II of Vol. I. of this Report

*The total loss (Central) for the year is:—

	Rs.
Loss as per column 9 above	8,38,80
Deduct—Miscellaneous Railway Receipts	70,09
Government share of surplus profits from subsidized Companies	18,28
Add—Miscellaneous Railway expenditure	45,90
Net Loss ..	7,96,33

2 (a).—*Statement of Capital at Charge of State-owned*

Railways.	Liabilities incurred in the purchase of Railways. (Sterling converted into rupees@ average rate of exchange.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total
1	2	3	4	5	6	7	8
Central.							
I.—State Lines worked by the State.							
(i) Open lines.							
Aden	..	..	..	..	..	..	..
Eastern Bengal	..	5,05,97	14,88	—46,89	202	—12,48	—42,47
East Indian (including South Bihar)	..	47,49,00	46,35	—64,61	1,21	—50,39	—67,44
Great Indian Peninsula (including Bhopal State).	..	54,84,57	—5,38	—80,92	34	—33,26	—1,19,22
North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	..	12,99,97	25,23	—6,09	56	—32,51	—12,81
North Western (Military)	..	..	3,41	—1,52	10	*—8,89	— 6,90
Coal Department	..	..	—2,00	..	..	63	—1,37
Burma	..	..	10,28	—1,51	—27	—2,89	5,61
Total I (i)	..	1,20,39,51	92,77	—2,01,54	3,96	—1,39,79	—2,44,60
(ii) New Constructions.							
Eastern Bengal	..	..	7,60	..	35	—2,56	5,39
East Indian	..	..	—8	..	44	—36	..
Great Indian Peninsula	..	..	—1	3	—5	..	—3
North Western (Commercial)	..	..	1,73	..	78	—9	2,42
North Western (Military)	..	..	1	..	..	..	1
Burma	..	..	8,84	..	—2	1	8,83
Total I (ii)	..	..	18,09	3	1,50	—3,00	16,62
II.—State Lines worked by Companies or by Indian States.							
(i) Open Lines.							
7 Assam-Bengal—I	..	..	10	..	..	..	10
7 Assam-Bengal—II	..	..	4,40	63	..	—4,45	58
Bengal-Nagpur	..	..	13,33	—1,84	—1,02	—1,58	8,89
Bezwada Extension (N. S.)	..	..	2	..	..	..	2
Bombay, Baroda and Central India	..	21,77,72	21,08	—4,24	92	—20,69	—2,93
Total Companies' Lines (Open lines) Carried over	..	21,77,72	38,93	—5,45	—10	—26,72	6,66

* Includes (1) Campbellpur Reserve —1 and (2) Frontier Railway Reserve —8,28.

† For purposes of accounting, the capital is shown in two parts, in terms of the contract, with the Secretary of State dated the 26th April 1892.

Railways on the 31st March 1934. *(In thousands of rupees.)*

Capital outlay to end of Financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13).	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
						Central.
						I.—State Lines worked by the State.
						(i) Open Lines.
..	..	..	..	..	..	Aden.
28,86,48	11,83,22	1,80,89	51,97	43,02,56	43,08,53	Eastern Bengal.
49,12,78	34,89,82	1,77,53	1,73,05	87,53,18	1,35,02,18	East Indian (including South Bihar).
47,70,18	15,55,88	1,72,53	1,49,30	66,47,89	1,21,32,46	Great Indian Peninsula (including Bhopal State).
65,88,34	24,25,56	3,02,89	1,62,86	94,79,65	1,07,79,62	North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.
26,04,50	4,99,05	1,72,14	(c) 91,73	33,67,42	33,67,42	North Western (Military).
1,91,89	..	..	5,47	1,97,36	1,97,36	Coal Department.
24,04,50	6,81,91	2,24,07	40,89	33,51,37	33,51,37	Burma.
2,43,58,67	98,35,44	12,30,05	6,75,27	3,60,99,43	4,81,38,94	Total I (i).
						(ii) New Constructions.
2,65,24	..	24,71	40	2,90,35	2,90,35	Eastern Bengal.
7,90,64	..	91,47	1,34	8,83,45	8,83,45	East Indian.
30,15	3,91	6,36	..	40,42	40,42	Great Indian Peninsula.
5,02,58	16,38	64,98	..	5,83,94	5,83,94	North-Western (Commercial).
51,08	..	5,06	..	56,14	56,14	North-Western (Military).
1,42,62	..	25,94	3	1,68,59	1,68,59	Burma.
17,82,31	20,29	2,18,52	1,77	20,22,89	20,22,89	Total I (ii).
						II.—State Lines worked by Companies or by Indian States.
						(i) Open Lines.
79,71	..	..	..	79,71	79,71	Assam Bengal—I. †
15,24,84	4,74,07	1,55,79	17,62	21,72,32	21,72,32	Assam Bengal—II. †
42,28,06	26,07,31	2,88,13	97,81	72,21,31	72,21,31	Bengal Nagpur.
16,80	..	1,17	..	17,97	17,97	Bezwada Extension (N. S.).
36,90,43	14,11,60	1,88,60	1,06,70	53,97,33	75,75,05	Bombay, Baroda and Central India.
						Total Companies' Lines (Open Lines)
95,39,84	44,92,98	6,33,69	2,22,13	1,48,88,64	1,70,66,36	Carried over.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.
(c) Includes (1) Campbellpur Reserve 9,86 and (2) Frontier Railway Reserve 71,41.

(*In thousands of rupees.*) *2. (a)—Statement of Capital at Charge of* ***State-owned*** *Railways*

Railways.	Liabilities incurred in the purchase of Railways (Sterling converted into rupees @ average rate of exchange.)		Capital outlay during the Financial year from funds provided by the State.				
	During the year.	To end of the year.	Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7	8
Total Companies' Lines (Open Lines)—Brought forward	..	21,77,72	38,93	—5,45	—10	—26,72	6,66
Jodhpur	..	..	61	..	..	—28	33
Lucknow-Bareilly (R. & K.)	..	..	58	58	1	—38	79
Madras and Southern Mahratta (excluding Mysore State).	..	19,62,58	10,46	9,76	1,34	—18,59	2,97
Dhone-Kurnool. (N. S.)	..	..	35	..	..	—3	32
South Indian	..	7,59,72	6,28	13,19	64	—11,83	8,28
Coonoor-Ootacamund (S. I.)	..	..	2	..	..	..	2
Travancore (British Section) (S. I.)	..	..	—12	1	10	..	—1
Travancore (Indian State Section) (S. I.).	..	..	2	1	..	..	3
Tirhoot (B. & N. W.)	..	..	3,10	56	..	—6,26	—2,60
Mashrak-Thawe Extension	..	..	9	..	..	..	9
TOTAL II (*i*)	..	49,00,02	60,32	18,66	1,99	—64,09	16,88
II (*ii*)—*New Constructions.*							
†{Assam Bengal I	...	..	3	..	..	..	3
†{Assam Bengal II	..	..	37	..	7	—25	19
Bengal Nagpur	.. .	..	5,80	.. .	—4	..	5,76
Madras and Southern-Mahratta	..	..	—20	..	..	..	—20
South Indian	..	..	24	..	58	—89	—7
Tirhoot (Mashrak-Thawe Extension)	..	..	—3	6	..	..	3
TOTAL II (*ii*)	..	..	6,21	6	61	—1,14	5,74
III.—Miscellaneous Items.							
Abandoned Projects, etc.	..	..	..	..	..	..	..
Controller of Railway Accounts—Account Current.	..	..	..	..	—9	..	—9
TOTAL III	..	..	..	..	—9	..	—9
Total Central I (*i*)—III	..	1,69,39,53	1,77,39	—1,82,79	7,97	—2,08,02	—2,05,45
IV.—Provincial.							
Assam (Jorhat) ..	..	..	..	..	..	..	..
United Provinces (Distillery Siding)	..	..	..	..	..	..	..
TOTAL IV.—Provincial	..	..	..	..	..	..	..
GRAND TOTAL I (*i*)—IV	..	1,69,39,53	1,77,39	—1,82,79	7,97	—2,08,02	—2,05,45

† For purposes of accounting the capital is shown in two parts, in terms of the contract with the Secretary of State, dated the 26th April 1897.

on the 31st March 1934 -concld. (*In thousands of rupees.*)

Capital Outlay to end of financial year including in the case of purchased Railways expenditure incurred since purchase.					Capital at charge at the end of the Financial year. (Columns 3+13)	Railways.
Works.	Rolling Stock.	General Charges.	Stores, etc., not finally charged off in the Accounts.	Total.		
9	10	11	12	13	14	15
95,39,84	44,92,98	6,33,69	2,22,13	1,48,88,64	1,70,66,36	Total Companies' Lines (Open Lines)—Brought forward.
82,96	..	3,08	36	86,40	86,40	Jodhpur.
1,61,86	70,67	8,48	5,47	2,46,48	2,46,48	Lucknow-Bareilly (R. & K.).
21,55,60	9,79,55	1,50,10	49,90	33,35,15	52,97,73	Madras and Southern Mahratta (excluding Mysore State).
24,86	..	2,32	..	27,18	27,18	Dhone-Kurnool (N. S.).
17,02,84	7,92,36	1,35,60	58,92	26,89,72	34,49,44	South Indian.
29,97	19,10	3,30	..	52,37	52,37	Coonoor-Ootacamund (S. I.).
43,04	6,24	5,24	..	54,52	54,52	Travancore (British Section) (S. I.).
99,73	25,45	13,59	..	1,38,77	1,38,77	ravancore (Indian State Section)—(S. I.).
6,45,02	2,47,31	44,45	27,57	9,64,35	9,64,35	Tirhoot (B. & N. W.).
36	..	..	..	36	36	Mashrak-Thawe Extension.
1,44,86,08	66,33,66	9,99,85	3,64,35	2,24,83,94	2,73,83,96	Total II (*i*).
						II (*ii*)—*New Constructions.*
17,49	..	..	..	17,49	17,49	Assam Bengal-I. †
82,60	..	7,29	..	89,89	89,89	Assam Bengal II. †
4,36,00	..	56,39	..	4,92,39	4,92,39	Bengal Nagpur.
1,91,51	..	17,68	..	2,09,19	2,09,19	Madras and Southern Mahratta.
7,36,00	..	61,76	8	7,97,84	7,97,84	South Indian.
17,99	2,99	2,10	..	23,08	23,08	Tirhoot (Mashrak-Thawe Extension.)
14,81,59	2,99	1,45,22	8	16,29,88	16,29,88	Total II (*ii*).
						III.—Miscellaneous Items.
32,26	..	..	..	(*c*) 32,26	32,26	Abandoned Projects, etc.
2,43,39	..	(*d*) 54,95	..	2,98,34	2,98,34	Controller of Railway Accounts—Account Current.
2,75,65	..	54,95	..	3,30,60	3,30,60	Total III.
4,23,84,30	1,64,92,38	26,48,59	10,41,47	6,25,66,74	7,95,06,27	Total Central I (*i*)—III.
						IV.—Provincial.
7,43	4,70	41	68	13,22	13,22	Assam (Jorhat).
1,39	..	..	..	1,39	1,39	United Provinces (Distillery Siding).
8,82	4,70	41	68	14,61	14,61	Total IV.—Provincial.
4,23,93,12	1,64,97,08	26,49,00	10,42,15	6,25,81,35	7,95,20,88	Grand Total I (*i*)—IV.

Note.—The detailed distribution has been revised to agree with that shown in the monthly accounts of the various Railways.

(*c*) Distribution over minor heads is not available.

(*d*) Includes 54,77 on account of investment in share of Branch Line Companies.

2 (b).—*Statement of Capital Outlay to the end of the*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
						1. BRANCH LINE COMPANIES'
Open Lines.						(A) Worked by the Branch
Ahmadpur-Katwa	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bankura-Damodar River	,,	*Nil*	1	*Nil*	—1	*Nil*
Burdwan-Katwa	,,	*Nil*	*Nil*	*Nil*	—4	—4
Futwah-Islampur	,,	*Nil*	*Nil*	*Nil*	—1	—1
Kalighat-Falta	,,	*Nil*	*Nil*	*Nil*	—5	—5
Total 1-(A)	..	*Nil*	1	*Nil*	—11	—10
Open Lines.						(B) Worked by the
Hardwar-Dehra (E. I.)	5′ 6″	24	*Nil*	*Nil*	*Nil*	24
Chaparmukh-Silghat (A. B.)	3′ 3¾″	2	*Nil*	*Nil*	*Nil*	2
Katakhal Lalabazar (A. B.)	,,	2	*Nil*	*Nil*	*Nil*	2
Dasghara-Jamalpurganj (Bengal Provincial)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total 1-(B)	..	28	*Nil*	*Nil*	*Nil*	28
Open Lines.						2. BRANCH LINE COMPANIES' RAILWAYS UNDER REBATE
Amritsar-Patti-Kasur (N. W.)	5′ 6″	5	*Nil*	*Nil*	*Nil*	5
Hoshiarpur Doab (N. W.)—						
Jullundur-Mukerian (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Phagwara-Rahon (N. W.)	,,	12	*Nil*	*Nil*	*Nil*	12
Mandra-Bhaun (N. W.)	,,	56	*Nil*	*Nil*	*Nil*	56
Sara-Sirajganj (E. B.)	,,	4	*Nil*	*Nil*	*Nil*	4
Sialkot-Narowal (N. W.)	,,	41	*Nil*	*Nil*	*Nil*	41
Tapti Valley (B., B. & C. I.)	,,	4	*Nil*	1	*Nil*	5
Ahmedabad-Parantij (B., B. & C. I.)	3′ 3¾″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Champaner-Shivrajpur-Pani Light (B., B. & C. I.)	2′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhond-Baramati (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).	,,	—2	*Nil*	*Nil*	*Nil*	—2
Godhra-Lunavada (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jacobabad-Kashmor (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khulna Bagerhat (E. B.)	,,	*Nil*	12	*Nil*	*Nil*	12
Larkana-Jacobabad (N. W.)	,,	*Nil*	*Nil*	13	*Nil*	13
Mayurbhanj (B. N.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Nadiad Kapadvanj (B., B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Pachora-Jamner (G. I. P.)	,,	2	*Nil*	*Nil*	*Nil*	2
Darjeeling-Himalayan Extensions	2′ 0″	*Nil*	*Nil*	7	*Nil*	7
Total (2)	..	1,22	12	21	*Nil*	1,55

year 1933-34 of ***other than State-owned*** *Railways.* (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
RAILWAYS UNDER GUARANTEE TERMS.					
Line Company.					OPEN LINES.
16,49	2,37	1,85	2	20,73	Ahmadpur-Katwa.
30,26	5,60	3,66	65	40,17	Bankura-Damodar River.
14,56	3,64	1,62	58	20,40	Burdwan-Katwa.
16,71	2,70	*Nil*	7	19,48	Futwah-Islampur.
15,07	6,98	1,62	50	24,17	Kalighat-Falta.
93,09	21,29	8,75	1,82	1,24,95	TOTAL 1-(A).
Main Line.					OPEN LINES.
30,41	*Nil*	4,41	*Nil*	34,82	Hardwar-Dehra (E. I.).
32,69	*Nil*	1,72	*Nil*	34,41	Chaparmukh-Silghat (A. B.).
15,75	*Nil*	1,39	*Nil*	17,14*	Katakhal-Lalabazar (A. B.).
2,01	1,17	19	*Nil*	3,37	Dasghara-Jamalpurganj (Bengal Provincial).
80,86	1,17	7,71	*Nil*	89,74	TOTAL 1-(B).
TERMS WORKED BY THE MAIN LINE.					OPEN LINES.
34,32	*Nil*	2,04	*Nil*	36,36	Amritsar-Patti-Kasur (N. W.).
					Hoshiarpur-Doab (N. W.)—
33,48	*Nil*	2,78	*Nil*	36,26	Jullundur-Mukerian (N. W.).
26,26	*Nil*	2,41	*Nil*	28,67	Phagwara-Rahon (N. W.).
23,78	*Nil*	3,13	*Nil*	26,91	Mandra-Bhaun (N. W.).
90,06	*Nil*	5,83	*Nil*	95,89	Sara-Sirajganj (E. B.).
28,47	*Nil*	2,47	*Nil*	30,94	Sialkot-Narowal (N. W.).
1,25,76	*Nil*	10,96	*Nil*	1,36,72	Tapti Valley (B., B. & C. I.).
33,99	3	4,04	*Nil*	38,06	Ahmedabad-Parantij (B., B. & C. I.).
11,26	6,38	3,43	*Nil*	21,07	Champaner-Shivrajpur-Pani Light (B., B. & C. I.).
8,41	2,34	1,85	*Nil*	12,60	Dhond-Baramati (G. I. P.).
59,55	18,20	15,10	*Nil*	92,85	Ellichpur-Yeotmal (including Pulgaon-Arvi railway) (G. I. P.).
8,94	1,80	3,42	*Nil*	14,16	Godhra-Lunavada (B., B. & C. I.).
16,55	5,31	2,55	*Nil*	24,41	Jacobabad-Kashmor (N. W.).
6,72	1,41	78	*Nil*	8,91	Khulna-Bagerhat (E. B.).
20,16	6,73	3,69	*Nil*	30,58	Larkana-Jacobabad (N. W.).
24,12	58	*Nil*	*Nil*	24,70	Mayurbhanj (B. N.).
8,84	4,73	2,72	*Nil*	16,29	Nadiad Kapadvanj (B., B. & C. I.).
12,04	2,02	3,77	*Nil*	17,83	Pachora-Jamner (G. I. P.).
41,58	6,70	9,61	*Nil*	57,89	Darjeeling-Himalayan Extensions.
6,14,29	56,23	80,58	*Nil*	7,51,10	TOTAL (2).

* Includes Rs. 1,13,000 direct outlay by the Managing Agents.

2. (b)—Statement of Capital Outlay to the end of the

Railway.	Gauge.	Capital outlay during the year. Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
OPEN LINES.						
3. BRANCH LINE COMPANIES' RAILWAYS UNDER						
Jamnagar-Dwarka	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Mymensingh-Bhairab Bazar (A. B.)	,,	5	*Nil*	*Nil*	*Nil*	5
TOTAL (3)	..	5	*Nil*	*Nil*	*Nil*	5
4. COMPANIES' LINES SUBSIDIZED BY THE						
OPEN LINES.						
Bengal and North-Western	3′ 3⅜″	5,55	96	—5	—8	6,38
Bengal Dooars Extensions*	,,	45	3	*Nil*	—86	—38
Mirpur Khas-Khadro* (Jodhpur)	,,	46	*Nil*	*Nil*	*Nil*	46
Rohilkund and Kumaon	,,	20	—10	*Nil*	*Nil*	10
Barsi Light*	2′ 6″	11	1	2	—45	—31
Dehri-Rohtas Light	,,	1	*Nil*	*Nil*	—1	*Nil*
Shahdara (Delhi)-Saharanpur Light*	,,	5	*Nil*	*Nil*	38	43
Matheran Light*	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (4)	..	6,83	90	—3	—1,02	6,68
5. COMPANIES' LINES SUBSIDIZED						
OPEN LINES.						
Dibru-Sadiya	3′ 3⅜″	20	*Nil*	*Nil*	*Nil*	20
Darjeeling-Himalayan	2′ 0″	*Nil*	*Nil*	13	20	33
TOTAL (5)	..	20	*Nil*	13	20	53
OPEN LINES.						**6. UNASSISTED**
Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bengal Provincial	2′ 6″	*Nil*	*Nil*	*Nil*	—4	—4
Tezpore Balipara Light§	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jagadhri Light	2′ 0″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kulasekarapatnam Light.	,,	*Nil*	8	*Nil*	*Nil*	8
Trivellore Light	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
TOTAL (6)	..	*Nil*	8	*Nil*	—4	4

* Receives land only from Government.

§ This line having ceased to be subsidized by the District Board has been shown under "6. Unassisted Companies Lines" instead of under "8. Companies' lines subsidized by District Board."

year 1933-34 of other than State-owned Railways—contd. (*In thousands of rupees.*)

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					Railway.
Works	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the Accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
					OPEN LINES.
GUARANTEE AND REBATE TERMS.					
60,79	3,04	2,56	2,00	68,39	Jamnagar-Dwarka.
1,16,13	*Nil*	7,00	*Nil*	1,23,13	Mymensingh-Bhairab Bazar (A. B.).
1,76,92	3,04	9,56	2,00	1,91,52	TOTAL (3).
GOVERNMENT OF INDIA.					
					OPEN LINES.
8,30,84‡	2,62,09	82,27	6,01	11,81,21	Bengal and North-Western.
93,67	16,10	7,81	3,67	1,21,25	Bengal Dooars Extensions.*
8,49	*Nil*	58	*Nil*	9,07	Mirpur Khas-Khadro* (Jodhpur).
1,33,43	52,71	11,98	*Nil*	1,98,12	Rohilkund and Kumaon.
1,27,38	49,16	7,95	2,21	1,86,70	Barsi Light.*
7,60	3,85	41	62	12,48	Dehri-Rohtas Light.
35,43	13,75	*Nil*	1,19	50,37	Shahdara (Delhi)-Saharanpur Light.*
11,95	25	*Nil*	*Nil*	12,20†	Matheran Light.*
12,48,79	3,97,91	1,11,00	13,70	17,71,40	TOTAL (4).
					OPEN LINES.
BY LOCAL GOVERNMENTS.					
73,60	59,88	18,18	1,50	1,53,16	Dibru-Sadiya.
32,54	12,50	2,90	2,57	50,51	Darjeeling-Himalayan.
1,06,14	72,38	21,08	4,07	2,03,67	TOTAL (5).
COMPANIES' LINES.					OPEN LINES.
16,94	Details not available.			16,94	Ledo and Tikak-Margherita Colliery (Dibru-Sadiya).
8,80	2,76	1	24	11,81	Bengal Provincial.
3,20	1,60	7	*Nil*	4,87	Tezpore Balipara Light.§
62	44	12	*Nil*	1,18	Jagadhri Light
3,38	2,08	3	*Nil*	5,49	Kulasekarapatnam Light.
39	68	9	*Nil*	1,16	Trivellore Light.
33,33	7,56	32	24	41,45	TOTAL (6).

† Includes 11,95 being the capital outlay to the end of 1927-28, the details of which are not available.

‡ Includes 4 on account of survey.

2 (b).—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
7. DISTRICT						
Open Lines.						
Tenali-Repalle (M. & S. M.)	5′ 6″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bezwada-Masulipatam (M. & S. M.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Podanur-Pollachi (S. I.)	,,	2	—1	*Nil*	*Nil*	1
Tinnevelly-Tiruchendur (S. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Total (7)	..	5	—1	*Nil*	*Nil*	4
8. COMPANIES' LINES SUBSIDIZED BY						
Open Lines.						
Bengal Dooars	3′ 3⅜″	1,58	*Nil*	*Nil*	*Nil*	1,58
Arrah-Sasaram Light	2′ 6″	2	*Nil*	*Nil*	—10	—8
Baraset-Basirhat Light	,,	1	*Nil*	*Nil*	—3	—2
Bukhtiarpur-Bihar Light	,,	*Nil*	*Nil*	*Nil*	—6	—6
Howrah-Amta Light	2′ 0″	2	*Nil*	*Nil*	—17	—15
Howrah Sheakhala Light	,,	*Nil*	*Nil*	*Nil*	—7	—7
Total (8)	..	1,63	*Nil*	*Nil*	—43	1,20

1933-34 of ***other than State-owned*** *Railways (In thousands of rupees)*—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total	Railway.
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
BOARD LINES.					OPEN LINES.
14,82	*Nil*	1,14	*Nil*	15,96	Tenali-Repalle (M. & S. M.).
22,65	*Nil*	1,59	*Nil*	24,24	Bezwada-Masulipatam (M. & S. M.)
9,53	7,01	1,31	*Nil*	17,85	Podanur-Pollachi (S. I.).
24,56	*Nil*	2,49	*Nil*	27,05	Tinnevelly-Tiruchendur (S. I.).
71,56	7,01	6,53	*Nil*	85,10	TOTAL (7)
DISTRICT BOARDS.					OPEN LINES.
32,61	7,34	2,53	*Nil*	42,48	Bengal Doors.
18,68	6,35	*Nil*	9	25,12	Arrah-Sasaram Light.
19,19	6,29	*Nil*	15	25,63	Baraset-Basirhat Light.
10,55	4,45	*Nil*	20	15,20	Bukhtiarpur-Bihar Light.
18,14	11,95	*Nil*	89	30,98	Howrah-Amta Light.
4,99	3,01	*Nil*	29	8,29	Howrah Sheakhala Light.
1,04,16	39,39	2,53	1,62	1,47,70	TOTAL (8).

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
9. INDIAN STATE LINES WORKED						
(a) OPEN LINES.						
Nizam's State †	5′ 6″	11,22	6,42	52	—6,87	11,29
Bhavnagar State	3′ 3⅜″	81	3,74	*Nil*	1,09	5,64
Bikaner State	,,	30	—28	*Nil*	—52	—50
Gaekwar's Baroda State (Mehsana)	,,	1,19,85	20,16	9,29	..	1,49,30
Gondal	,,	1,84	63	*Nil*	—18	2,29
Jetalsar-Rajkot (Gondal)	,,	1,54	*Nil*	*Nil*	13	1,67
Jodhpur	,,	3,41	56	*Nil*	—2,14	1,83
Junagad State	,,	66	1,33	—1	1,23	3,21
Khijadiya-Dhari (Gondal)	,,	10	*Nil*	*Nil*	—2	8
Morvi	,,	2	14	*Nil*	26	42
Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajanagar and Shimoga-Ragihosahalli Sections).	,,	1,40	2,90	2	—1,62	2,70
Porbandar State	,,	*Nil*	20	*Nil*	—31	—11
Udaipur-Chitorgarh	,,	10	*Nil*	*Nil*	62	72
Bodeli-Chhota Udaipur (Gaekwar's Baroda State)	2′ 6″	1	*Nil*	*Nil*	*Nil*	1
Cutch State	,,	17	1	3	*Nil*	21
Dholpur State*	,,	5	1	*Nil*	*Nil*	6
Gaekwar's Baroda State	,,	2	43	*Nil*	34	79
Kolar District	,,	3	63	*Nil*	*Nil*	66
Gwalior Light	2′ 0″	—72	—3	32	*Nil*	—43
Tarikere-Narasimharajapura Light (Mysore)	,,	*Nil*	18	*Nil*	*Nil*	18
TOTAL (a)	..	1,40,31	37,03	10,17	—7,99	1,80,02
(b) LINES UNDER CONSTRUCTION.						
Tahsil Bhadra to Sadulpur (Bikaner State)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Arasalu to Anandapuram (Mysore)	,,	3,07	*Nil*	21	3	3,31
Jalore-Bhinmal, Phalodi-Pokran (Jodhpur)	,,	31	*Nil*	5	*Nil*	36
Prachi Road to Una extension (Junagad State)	,,	2,77	*Nil*	23	3	3,03
Mauli-Phulad Jn. Rly. (Udaipur-Chitorgarh Rly.).	,,	8,68	1,07	62	*Nil*	10,27
Dholpur to Rajakhera (Dholpur-State)	2′ 6″	—9	*Nil*	*Nil*	*Nil*	—9
TOTAL (b)	..	14,64	1,07	1,11	6	16,88
TOTAL (9) [=a+b]	..	1,55,45	38,10	11,28	—7,93	1,96,90

* The figures against this line do not include the expenditure by the Imperial Delhi Committee prior to the opening of the Mohari—Barauli Section.

† Includes figures for Metre Gauge.

1933-34 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs	Rs.	Rs.	Rs.	
BY INDIAN STATES.					
					(*a*) OPEN LINES.
10,33,62	2,82,35	82,64	33,80	‡14,32,41	Nizam's State.†
1,57,41	58,29	7,51	4,70	2,27,91	Bhavnagar State.
2,61,64	90,73	5,64	5,07	3,63,08	Bikaner State.
1,19,85	20,16	9,29	..	1,49,30	Gaekwar's Baroda State (Mehsana.)
67,68	33,89	2,48	4,12	1,08,17	Gondal.
27,37	*Nil*	90	25	28,52	Jetalsar-Rajkot (Gondal).
2,23,28	1,64,25	1,83	9,74	3,99,10	Jodhpur.
89,22	26,20	3,22	7,61	1,26,25	Junagad State.
18,64	*Nil*	1,65	3	20,32	Khijadiva-Dhari (Gondal).
48,40	30,39	1,76	2,31	82,86	Morvi.
2,17,73	80,00	19,34	4,14	3,21,21	Mysore (including Birur-Shimoga, Chickjajur-Chitaldrug, Mysore-Bangalore, Mysore-Arsikere Nanjangud-Chamarajangar and Shimoga-Ragihosahalli Sections).
14,60	11,47	92	1,17	28,16	Porbandar State.
18,94	8,62	1,11	1,20	29,87	Udaipur-Chitorgarh.
9,37	*Nil*	1,19	*Nil*	10,56	Bodeli-Chhota Udaipur (Gaekwar's Baroda State).
14,55	2,92	2,06	*Nil*	19,53	Cutch State.
11,50	4,36	51	*Nil*	16,37	Dholpur State.*
2,23,04	52,83	20,93	6,87	3,03,67	Gaekwar's Baroda State.
14,47	11,42	1,50	17	27,56	Kolar District
1,00,15	15,05	6,01	*Nil*	1,21,21	Gwalior Light.
9,14	2,95	76	—2	12,83	Tarikere-Narasimharajapura Light (Mysore).
26,80,60	8,95,88	1,71,25	81,16	38,28,89	TOTAL (*a*).
					(*b*) LINES UNDER CONSTRUCTION.
71	*Nil*	*Nil*	*Nil*	71	Tahsil Bhadra to Sadulpur (Bikaner State).
4,45	*Nil*	55	4	5,04	Arasalu to Anandapuram (Mysore).
50,08	*Nil*	1,61	*Nil*	51,69	Jalore-Bhinmal, Phalodi-Pokran (Jodhpur).
6,02	*Nil*	74	3	6,79	Prachi Road Una extension (Junagad State).
61,07	5,56	2,90	*Nil*	69,53	Mauli-Phulad Jn. Rly. (Udaipur-Chittorgarh Rly.).
87	*Nil*	7	*Nil*	94	Dholpur to Rajakhera (Dholpur State).
1,23,20	5,56	5,87	7	1,34,70	TOTAL (*b*).
28,03,80	9,01,44	1,77,12	81,23	39,63,59	TOTAL (*y*)[=*a* + *b*].

‡ Includes a credit of Rs. 1,86,12,000 being an adjustment necessitated by the purchase, on 1st April 1930, of the lines formerly owned by H. E. H. the N. G. S. Railways Company, Limited, by H. E. H. the Nizam's Government.

2. (b)—*Statement of Capital Outlay to the end of the year*

Railway.	Gauge.	Capital outlay during the year				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
(a) Open Lines.						10. INDIAN STATE LINES
Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.)	5′ 6″	—1	*Nil*	—9	*Nil*	—10
Bhopal Itarsi* (G. I. P.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bhopal Ujjain (G. I. P.)	,,	5	*Nil*	*Nil*	*Nil*	5
Bina-Goona-Baran (G. I. P.)	,,	7	*Nil*	*Nil*	*Nil*	7
Jammu and Kashmir (Indian State section) (N. W.)	,,	10	*Nil*	*Nil*	*Nil*	10
Jind-Panipat (Indian State section) (N. W.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Khanpur-Chachran (N. W.)	,,	2	*Nil*	*Nil*	*Nil*	2
Kolar Gold Fields § (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Ludhiana-Dhuri-Jakhal (N. W.)	,,	38	*Nil*	*Nil*	*Nil*	38
Nagda-Ujjain (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Petlad-Cambay (Anand-Tarapur section) (B. B. & C. I.)	,,	3	*Nil*	*Nil*	*Nil*	3
Petlad-Cambay (Tarapur-Cambay section) (B. B. & C. I.)	,,	1	*Nil*	*Nil*	*Nil*	1
Raipura-Bhatinda (N. W.)	,,	9	*Nil*	*Nil*	*Nil*	9
Sirhind Rupar (N. W.) ‡	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Bangalore-Harihar (M. & S. M.)	3′ 3⅜″	43	2,06	*Nil*	—46	2,03
Cooch Behar State (E. B.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Dhrangadra (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Jaipur State (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Kolhapur State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Okhamandal (Jamnagar Dwarka)	,,	2	—1,90	*Nil*	—2	—1,90
Palanpur Deesa † (B. B. & C. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Quilon-Trivandrum Extension (Travancore Ry.) (S. I.).	,,	7	*Nil*	5	*Nil*	12
Jamnagar (Jamnagar Dwarka)	,,	5	2	*Nil*	—3	4
Sangli State (M. & S. M.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Shoranur-Cochin (S. I.)	,,	13,48	—2	1,76	—1	15,21
Parlakimedi Light (B. N.)	2′ 6″	1	*Nil*	*Nil*	*Nil*	1
Piplod Devgad Baria (B. B. & C. I.)	,,	2	*Nil*	*Nil*	*Nil*	2
Rajpipla State (B. B. & C. I.)	,,	7	3	1	*Nil*	11
Total (a)	..	14,91	19	1,73	—52	16,31
(b) Lines under construction.						
Wagrod to Khareda (R. B. & C. I.)	3′ 3⅜″	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (b)	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
Total (10) [=a + b]	..	14,91	19	1,73	—52	16,31

* A part of this line is owned by the Bhopal Durbar and the expenditure shown against it in this statement represents outlay contributed by that Durbar.

† This line is owned jointly by the Government and the Palanpur Durbar and the expenditure shown against it in this statement represents the outlay incurred by the Durbar.

‡ Includes expenditure incurred by the Patiala Darbar.

§ The Capital outlay on this Railway is being shown in this statement for the first time.

1933-34 of other than State-owned Railways (In thousands of rupees)—contd.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
WORKED BY THE MAIN LINE.					(*a*) OPEN LINES.
81,13	*Nil*	12,31	*Nil*	93,44	Bahawalnagar Fort Abbas Kut-Al-Imara (N. W.).
50,00	*Nil*	*Nil*	*Nil*	50,00	Bhopal Harsi* (G. I. P.).
75,12	*Nil*	6,96	*Nil*	82,08	Bhopal Ujjain (G. I. P.).
93,74	18	8,24	*Nil*	1,02,16	Bina-Goona-Baran (G. I. P.).
10,79	*Nil*	61	*Nil*	11,40	Jammu and Kashmir (Indian State section) (N. W.).
15,94	*Nil*	1,73	*Nil*	17,67	Jind-Panipat (Indian State section) (N. W.).
13,48	*Nil*	88	*Nil*	14,36	Khanpur-Chachran (N. W.).
11,88	*Nil*	64	*Nil*	12,52	Kolar Gold Fields § (M. & S. M.)
47,20	*Nil*	2,29	*Nil*	49,49	Ludhiana-Dhuri-Jakhal (N. W.).
21,01	*Nil*	1,72	*Nil*	22,73	Nagda-Ujjain (B. B. & C. I.)
13,57	*Nil*	82	10	14,49	Petlad-Cambay (Ad. T. pur sec.) (B. B. & C. I.).
9,02	*Nil*	32	*Nil*	9,34	Petlad-Cambay (T. pur-Caby. sec.) (B. B. & C. I.).
76,78	*Nil*	2,69	*Nil*	79,47	Rajpura-Bhatinda (N. W.).
29,48	*Nil*	2,08	*Nil*	31,56	Sirhind Rupar (N. W.).‡
1,17,52	53,06	5,52	2,14	1,78,24	Bangalore-Harihar (M. & S. M.).
19,78	1,03	94	*Nil*	21,75	Cooch Behar State (E. B.).
14,39	4	67	*Nil*	15,10	Dhrangadra (B. B. & C. I.).
24,52	*Nil*	1,44	*Nil*	25,96	Hindupur (Yesvantpur-Mysore Frontier) (M. & S. M.).
72,93	*Nil*	3,39	30	76,62	Jaipur State (B. B. & C. I.).
22,39	*Nil*	1,21	*Nil*	23,60	Kolhapur State (M. & S. M.).
25,69	12,31	2,04	1,00	41,04	Okhamandal (Jamnagar Dwarka).
1,85	*Nil*	*Nil*	*Nil*	1,85	Palanpur-Deesa† (B. B. & C. I.).
65,47	5,76	8,35	*Nil*	79,58	Quilon-Trivandrum Extension (Travancore Ry.), (S. I.).
30,09	16,82	95	2,00	49,86	Jamnagar (Jamnagar Dwarka).
1,95	*Nil*	10	*Nil*	2,05	Sangli State (M. & S. M.).
99,57	18,88	12,21	44	1,31,10	Shoranur-Cochin (S. I.).
18,19	5,03	2,16	*Nil*	25,38	Parlakimedi Light (B. N.).
5,53	3,29	66	*Nil*	9,48	Piplod-Devgad Baria (B. B. & C. I.).
14,68	3,04	1,19	*Nil*	18,91	Rajpipla State (B. B. & C. I.).
10,83,69	1,19,44	82,12	5,98	1 ,91,23	TOTAL (*a*).
2	*Nil*	*Nil*	*Nil*	2	(*b*) LINES UNDER CONSTRUCTION. Wagrod to Khareda (B. B. & C. I.).
2	*Nil*	*Nil*	*Nil*	2	TOTAL (*b*).
10,83,71	1,19,44	82,12	5,98	12,91,25	TOTAL (10) [=*a*+*b*].

2. (b)—Statement of Capital Outlay to the end of the year

Railway.	Gauge.	Capital outlay during the year.				
		Works.	Rolling stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.
1	2	3	4	5	6	7
		Rs.	Rs.	Rs.	Rs.	Rs.
11. COMPANIES' LINE						
Open Lines.						
Bangalore-Chick Ballapur Light (Mysore)	2′ 6″	1	32	*Nil*	*Nil*	33
Total (11)	..	1	32	*Nil*	*Nil*	33
12. LINES IN FOREIGN TERRITORY WORKED						
Open Lines.						
Peralam-Karaikkal (S. I.)	3′ 3⅜″	1	*Nil*	*Nil*	*Nil*	1
Pondicherry (S. I.)	,,	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
West of India Portuguese (M. & S. M.)	,,	‡1,77	..	..	..	1,77
Total (12)	..	1,78	*Nil*	*Nil*	*Nil*	1,78
13. Total (1) to (12).	..	1,82,41	39,71	13,32	—9,85	2,25,59
14. Miscellaneous	..	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
15. Grand Total	..	1,82,41	39,71	13,32	—9,85	2,25,59

‡ Represents total figure, the details being not available.

1933-34 of other than State-owned Railways (In thousands of rupees)—concld.

TOTAL CAPITAL OUTLAY TO THE END OF THE YEAR.					RAILWAY.
Works.	Rolling Stock.	General charges (including ferries).	Stores, etc., not finally charged off in the accounts.	Total.	
8	9	10	11	12	13
Rs.	Rs.	Rs.	Rs.	Rs.	
GUARANTEED BY INDIAN STATES.					
					OPEN LINES.
8,43	5,92	1,76	*Nil*	16,11	Bangalore-Chick Ballapur Light. (Mysore).
8,43	5,92	1,76	*Nil*	16,11	TOTAL (11).
BY BRITISH INDIAN RAILWAY COMPANIES.					
					OPEN LINES.
6,13	*Nil*	1,14	*Nil*	7,27	Peralam Karaikkal (S. I.).
5,37	*Nil*	36	*Nil*	5,73	Pondicherry (S. I.)
‡2,20,90	..	..	..	2,20,90	West of India Portuguese (M. & S. M.).
2,32,40	*Nil*	1,50	*Nil*	2,33,90	TOTAL (12).
66,57,48	16,32,78	5,10,56	1,10,66	89,11,48	13. TOTAL (1) TO (12).
8,23	*Nil*	64	*Nil*	8,87*	14. **Miscellaneous.**
66,65,71	16,32,78	5,11,20	1,10,66	89,20,35	15. **Grand Total.**

* Made up of outlay by Forest Department on the Alnavar-Dandeli Railways Rs. 8,87.

‡ Represents the total figure, details being not available.

3.—*Statement of Gross Revenue Receipts, Working Expenses and Net*

Class and Name of Railway.	Gross Revenue Receipts.						Working		
	For the system.			Deduct		Gross receipts of Budget lines (Cols. 4—5—6).	For the		
	Earnings.	Suspense.	Total (Cols. 2 and 3).	Refunds on Budget lines.	Total Non-Budget Lines including refunds.		Ordinary Working Expenses.	Renewals and Replacements.	Appropriation to Depreciation Reserve Fund.
1	2	3	4	5	6	7	8	9	10
State Lines worked by the State.									
Aden	..	..	..	..	..	..	—1	..	..
East Indian	18,29,66	—14,81	18,14,85	8	7,84	18,06,93	9,31,21	2,68,85	2,38,56
Eastern Bengal	5,21,40	—1,09	5,20,31	48	10,23	5,09,60	3,43,55	80,77	97,43
North Western	15,28,54	—6,99	15,21,55	2,17	55,50	14,63,88	9,40,40	1,11,32	2,71,55
Great Indian Peninsula	12,78,83	—59	12,78,24	2,49	40,33	12,35,42	7,36,98	1,19,21	1,94,26
Burma	3,66,88	—25	3,66,63	41	..	3,66,22	2,25,70	28,37	55,28
Total	55,25,31	—23,73	55,01,58	5,63	1,13,90	53,82,05	31,77,83	6,08,52	8,57,08
State Lines worked by Companies or by Indian States.									
Assam-Bengal	1,73,37	—1,28	1,72,09	26	10,90	1,60,93	1,14,54	14,96	..
Bengal-Nagpur	7,58,93	—6,62	7,52,31	1,00	..	7,51,31	5,03,11	37,14	..
Bezwada Extension and Dhone Kurnool	12,30	..	12,30	..	..	12,30	6,66	54	..
Bombay, Baroda and Central India	11,37,23	—5,81	11,31,42	2,23	64,06	10,65,13	5,70,10	53,02	..
Jodhpur-Hyderabad (British Section) (Jodhpur).	30,14	—2,47	27,67	4	1,87	25,76	18,58	2,10	..
Lucknow-Bareilly (R. & K.)	67,59	—44	67,15	7	31,58	35,50	29,91	1,96	..
Madras and Southern Mahratta (excluding Mysore State).	7,73,59	—3,98	7,69,61	1,08	75,22	6,93,31	3,75,72	56,37	..
South Indian (including Travancore)	5,41,16	—6	5,41,10	61	23,56	5,16,93	2,84,23	31,29	..
Tirhoot (B. & N. W.)	3,34,53	—4,24	3,30,29	15	1,91,88	1,38,26	1,41,93	4,73	..
Contribution to Depreciation Reserve Fund on account of Company-worked Lines and Miscellaneous.	..	..	..	..	..	..	3,10	—3,10	4,99,40
Total	38,28,84	—24,90	38,03,94	5,44	3,99,07	33,99,43	20,47,88	1,99,01	4,99,40
Grand Total	93,54,15	—48,63	93,05,52	11,07	5,12,97	87,81,48*	52,25,71	8,07,53	13,56,48

* The total Railway Receipts for the year are:—

	Rs.
Gross Receipts as per Col. 7 above	87,81,48
Add—Miscellaneous Railway Receipts	70,09
Government share of surplus profits from the subsidized companies	18,28
Total Receipts	88,69,85

Revenue Receipts of State-owned Railways for the year 1933-34. (*In thousands of rupees.*)

Expenses.					Net Revenue Receipts of Budget lines (Cols. 7—15).	Percentage of Ordinary Working Expenses on Earnings for budget lines only. ((Cols. 8-14) × 100 / Cols. 2—5—6.)	Class and Name of Railway.
system.		Deduct.		Net Working Expenses, of Budget lines (Cols. 12—13 —14).			
Suspense.	Total. (Cols. 8 to 11).	Expenditure met from Depreciation Reserve Fund for the system.	Total Non-budget Lines.				
11	12	13	14	15	16	17	18
							State Lines worked by the State.
..	—1	..	..	—1	(a)1	..	Aden.
—4,91	14,33,71	2,68,85	3,92	11,60,94	6,45,99	50·90	East Indian.
—3,19	5,18,56	80,77	4,87	4,32,92	76,68	66·32	Eastern Bengal.
2,37	13,25,64	1,11,32	28,84	11,85,48	(b)2,78,40	61·97	North Western.
—1,21	10,49,24	1,19,21	22,97	9,07,06	3,28,36	57·77	Great Indian Peninsula.
1,31	3,10,66	28,37	..	2,82,29	83,93	61·59	Burma.
—5,63	46,37,80	6,08,52	60,60	39,68,68	14,13,37	57·66	Total.
							State Lines worked by Companies or by Indian States.
—1,24	1,28,26	..	5,45	1,22,81	38,12	67·25	Assam-Bengal.
—4,94	5,35,31	..	3,59	5,31,72	2,19,59	65·91	Bengal-Nagpur.
..	7,20	..	..	7,20	5,10	54·15	Bezwada Extension and Dhone, Kurnool.
—5,59	6,17,53	..	34,99	5,82,54	4,82,59	49·97	Bombay, Baroda and Central India.
—9	20,59	..	81	19,78	5,98	62·95	Jodhpur-Hyderabad (British Section) (Jodhpur).
26	32,13	..	14,79	17,34	18,16	42·07	Lucknow-Bareilly (R. & K.).
—96	4,33,05	..	42,00	3,91,05	3,02,26	47·86	Madras and Southern Mahratta (excluding *Mysore State*).
61	3,16,13	..	14,30	3,01,83	2,15,10	52·21	South Indian (including Travancore).
—77	1,45,89	..	83,57	62,32	75,94	40·95	Tirhoot (B. & N. W.).
..	4,99,40	1,99,01	..	3,00,39	—3,00,39	..	Contribution to Depreciation Reserve Fund on account of Company-worked Lines and miscellaneous.
—10,80	27,35,49	1,99,01	1,99,50	23,36,98	10,62,45	53·98	Total.
—16,43	73,73,29	8,07,53	2,60,10	*63,05,66	24,75,82	56·23	Grand Total.

	Receipts.	Working expenses.	Net Receipts.
(a) Aden Railway, Commercial	..	—1	1
Aden Railway, Military	..	..	..
Total	..	—1	1
(b) N. W. Railway, Commercial	13,37,68	10,00,46	3,37,22
N. W. Railway, Military	1,26,20	1,85,02	—58,82
Total	14,63,88	11,85,48	2,78,40

*The total Expenditure on Railways for the year is :—	Rs.
Working expenses as per column 15 above	63,05,66
Add :—Miscellaneous Railway Expenditure	45,90
Surplus profits paid to companies	56,65
Interest charges as per Statement 4	32,57,97
Total Expenditure.	96,66,18

4.—Statement of Total Interest Charges chargeable against Net Revenue Receipts of State-owned Railways for the year 1933-34.

Class and Name of Railway.	Interest on sterling Debt.	Interest on Capital contributed by Companies.			Total Columns 2 and 5.	In thousands of rupees.			
		On share capital.	On Debentures and Debenture Stock.	Total.		Column 6 converted into Rupees at average rate of exchange.	Interest on Capital outlay provided by Government.	Interest on Rupee Debt.	Grand Total. (Cols. 7 to 9.)
1	2	3	4	5	6	7	8	9	10
Central. State Lines worked by the State.	£	£	£	£	£	Rs.	Rs.	Rs.	Rs.
1. Aden	..	..	..	..	..	..	—13	..	—13
2. Eastern Bengal	126,227	..	..	..	126,227	16,81	1,84,96	..	2,01,77
3. East Indian (including South Bihar).	2,088,140	..	..	..	2,088,140	2,78,17	3,30,48	4	6,08,69
4. North Western (Commercial) including Delhi (New Capital) Railway Works Scheme.	367,927	..	..	..	367,927	48,98	4,24,59	..	4,73,57
5. North Western (Military)	..	..	..	..	..	..	1,44,16	..	1,44,16
6. Burma	37,875	..	..	..	37,875	5,06	1,49,47	..	1,54,53
7. Great Indian Peninsula	986,544	..	..	..	986,544	1,31,32	3,21,18	..	4,52,50
8. Coal Dept. (Ry. Collieries)	..	..	..	..	..	..	9,55	..	9,55
9. Total	3,606,713	..	..	..	3,606,713	4,80,34	15,64,26	4	20,44,64
State Lines worked by Companies or by Indian States.									
10. Assam-Bengal	..	45,000	34,390	79,390	79,390	10,58	83,93	..	94,51
11. Bengal-Nagpur	..	105,000	151,190	256,190	256,190	34,16	3,11,77	..	3,45,93
12. Bezwada (including Dhone Kurnool).	..	..	..	..	..	..	1,97	..	1,97
13. Bombay, Baroda and Central India.	388,851	60,000	34,999	94,999	483,850	65,32	2,12,42	7,50	2,85,24
14. Jodhpur (British Section), (Jodhpur).	..	..	..	..	..	..	3,74	..	3,74
15. Lucknow-Bareilly (R. & K.)	..	..	(a)23,562	23,562	23,562	2,74	6,71	..	9,45
16. Madras and Southern Mahratta	362,462	175,000	107,537	282,537	644,999	86,00	1,50,74	..	2,36,74
17. South Indian	148,053	35,000	110,513	145,513	293,566	39,14	1,41,50	..	1,80,64
18. Travancore (British Section) (S. I.).	..	..	..	..	..	..	67	..	67
19. Travancore (Indian State Section) (S. I.).	..	..	..	..	..	..	1,10	..	1,10
20. Tirhoot (B. & N. W.)	..	..	80,326	80,326	80,326	10,71	26,33	..	37,04
21. Total	899,366	420,000	542,517	962,517	1,861,883	2,48,65	9,40,88	7,50	11,97,03
Miscellaneous Items									
22. Abandoned Projects, etc.	..	..	..	..	..	..	1,07	..	*1,07*
23. Other miscellaneous items.	..	..	..	..	..	(b)—31	15,69	..	15,38
Deduct :—									
24. Interest during construction charged to Capital of the Bengal Nagpur, Railway.	..	..	..	..	..	..	11	..	11
Interest during period of construction charged to other Government Departments.	..	..	..	..	..	..	4	..	4
25. Total	..	..	..	..	..	—31	16,61	..	16,30
26. **Total Central**	4,506,079	420,000	542,517	962,517	5,468,596	7,28,68	25,21,75	7,54	32,57,97
Provincial Railways.									
27. Assam (Jorhat)	..	..	..	..	..	..	46	..	46
28. United Provinces (Distillery Siding).	..	..	..	..	..	..	7	..	7
29. Total Provincial	..	..	..	..	..	..	53	..	53
30. **Grand Total**	4,506,079	420,000	542,517	962,517	5,468,596	7,28,68	25,22,28	7,54	32,58,50

(*a*) Represents interest on the State share of joint debenture stock.
(*b*) Represents exchange in respect of interest on capital contributed by Companies and of interest on debt in respect of Company-worked Railways.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1932-33 and 1933-34.*

(In thousands of rupees.)

Railway System.	Gauge.	Year.	For the system, i.e., both State-owned and other than State-owned portions. ‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6}\times 100}{\text{Col. 5}}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. 7}\times 100}{\text{Col. 4}}\right)$	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I.									
Assam-Bengal	3′ 3⅜″	*1932-33*	*(a)25,33,10*	***1,69,13*	*1,21,21*	*47,97*	*71·65*	*1·89*	(a) Includes Rs. 75,70,000 being the interest charges during construction of Assam Bengal Railway debited to capital.
		1933-34	(a)25,34,09	††1,73,11	1,29,50	43,61	74·81	1·72	
Bengal and North-Western	3′ 3⅜″	*1932-33*	*21,65,09*	*3,29,21*	*1,47,53*	*1,81,68*	*44·81*	*8·39*	
		1933-34	21,69,00	3,34,03	1,46,86	1,87,17	43·97	8·63	
Bengal-Nagpur	5′ 6″, 2′ 6″ and 2′ 0″	*1932-33*	*77,49,12*	*7,04,25*	*5,20,10*	*1,84,15*	*73·85*	*2·38*	
		1933-34	77,63,78	7,64,44	5,40,08	2,24,36	70·65	2·89	
Bombay, Baroda and Central India.	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1932-33*	*§§(b)80,94,41*	*11,15,63*	*6,43,03*	*4,72,60*	*57·64*	*§§5·84*	(b) Includes Rs. 8,08,405 being the capital outlay on the Patri Branch.
		1933-34	(b)79,69,89	11,42,15	6,28,51	5,13,64	55·03	6·44	
Burma	3′ 3⅜″	*1932-33*	*35,05,52*	*3,47,44*	*2,72,90*	*74,54*	*78·55*	*2·13*	
		1933-34	35,19,96	3,66,47	2,80,98	85,49	76·67	2·43	
Eastern Bengal	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1932-33*	*§§52,65,25*	*5,08,30*	*4,25,65*	*82,65*	*83·74*	*§§1·57*	
		1933-34	52,25,43	5,20,86	4,37,76	83,10	84·00	1·59	
East Indian	5′ 6″	*1932-33*	*§§1,45,33,71(c)*	*17,64,70*	*11,46,37*	*6,18,33*	*64·96*	*§§4·24*	(c) Includes Rs. 52,18,000 being the expenditure in England on South Bihar Railway.
		1933-34	1,44,20,45(c)	18,29,58	11,64,16	6,65,42	63·63	4·61	
Great Indian Peninsula	5′ 6″ and 2′ 6″	*1932-33*	*§§1,26,49,53*	*12,57,10*	*9,46,42*	*3,10,68*	*75·29*	*§§2·46*	
		1933-34	1,25,30,40	12,84,58	9,34,95	3,49,63	72·78	2·79	
Jodhpur	3′ 3⅜″	*1932-33*	*5,43,28*	*85,71*	*52,34*	*33,37*	*61·07*	*6·14*	
		1933-34	5,46,26	93,76	53,56	40,20	57·12	7·36	
Madras and Southern Mahratta.	5′ 6″ and 3′ 3⅜″	*1932-33*	*§§(d)60,00,16*	*‖7,48,95*	*‖4,24,96*	*‖3,23,99*	*‖56·70*	*‖§§5·40*	(d) Includes Rs. 8,87,000 being the capital outlay on the Alnavar-Dandeli Railway.
		1933-34	(d)60,19,26	‖7,83,53	‖4,37,75	‖3,45,78	‖55·90	‖5·74	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

§§ Revised figures.

‖ Include Harbour receipts and expenditure.

** Excludes 5 on account of Mymensingh Bhairab Bazar Railway share of Netrakona Mohanganj Railway cross traffic.

†† „ 6 „ „ „ „ „ „ „ „ „

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1932-33 and 1933-34* (*In thousands of rupees*)—contd.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5–6.)	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	Remarks.
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class I—*concld.*									
Nizam's State	5′ 6″	*1932-33*	*14,65,94*	*1,28,70*	*64,14*	*64,56*	*49·84*	*6·04*	
		1933-34	14,77,56	1,33,68	68,89	64,79	51·53	6·00	
	3′ 3⅜″	*1932-33*	**	*74,55*	*50,62*	*23,93*	*67·90*	**	
		1933-34	**	75,06	51,24	23,82	68·26	**	
North Western (Commercial)	5′ 6″ and 2′ 6″	*1932-33*	§§*1,18,83,68*	*13,40,98*	*10,12,51*	*3,28,47*	*75·51*	§§2·76	
		1933-34	1,18,75,08	14,00,14	10,24,49	3,75,65	73·17	3·16	
North Western (Military)	5′ 6″, and 2′ 6″	*1932-33*	*34,30,46*	*1,27,41*	*1,90,04*	*—62,63*	*149·16*	*—1·83*	
		1933-34	34,23,56	1,26,20	1,85,04	—58,84	146·62	—1·72	
North Western (Total)	..	*1932-33*	§§*1,53,14,14*	*14,68,39*	*12,02,55*	*2,65,84*	*81·89*	*1·74*	
		1933-34	1,52,98,64	15,26,34	12,09,53	3,16,81	79·24	2·07	
Rohilkund and Kumaon	3′ 3⅜″	*1932-33*	§§(*b*)*4,43,70*	*63,76*	*30,13*	*33,63*	*47·25*	*7·58*	(*b*) Includes Rs. 87,68,000 being the outlay from *Joint* Debenture Stock on Lucknow Bareilly Railway.
		1933-34	(*b*)4,44,60	67,38	31,87	35,51	47·30	7·99	
South Indian	5′ 6″, 3′ 3⅜″ and 2′ 6″	*1932-33*	§§*47,12,50*	*5,60,27*	*3,18,84*	*2,41,43*	*56·91*	§§*5·12*	
		1933-34	47,61,52	5,40,51	3,15,52	2,24,99	58·37	4·73	
Total Class I Railways	..	*1932-33*	§§*8,50,25,46*	*93,26,14*	*63,66,79*	*29,59,35*	*68·27*	§§*3·48*	
		1933-34	8,46,80,84	96,35,48	64,31,16	32,04,32	66·74	3·78	
Class II.									
Barsi Light	2′ 6″	*1932-33*	*1,87,01*	*19,35*	*12,27*	*7,08*	*63·43*	*3·78*	
		1933-34	1,86,70	20,02	11,95	8,07	59·69	4·32	
Bengal Dooars	3′ 3⅜″	*1932-33*	*1,62,54*	*19,48*	*11,22*	*8,26*	*57·61*	*5·08*	
		1933-34	1,63,73	20,06	11,77	8,29	58·67	5·06	
Bhavnagar State	3′ 3⅜″	*1932-33*	*2,22,27*	*32,26*	*19,03*	*13,23*	*58·99*	*5·95*	
		1933-34	2,27,91	34,25	19,11	15,14	55·81	6·64	
Bikaner State	3′ 3⅜″	*1932-33*	*3,64,29*	*36,03*	*27,38*	*8,65*	*76·00*	*2·37*	
		1933-34	3,63,79	36,31	24,99	11,32	68·82	3·11	
Darjeeling Himalayan	2′ 0″	*1932-33*	*1,08,01*	*16,60*	*12,65*	*3,95*	*76·20*	*3·66*	
		1933-34	1,08,40	16,73	11,93	4,80	71·31	4·43	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid They are the administrative figures of the railway accounts.

§§ Revised figures.

** No separate Capital account is maintained for each gauge, hence shown under Broad Gauge.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$, *Revenue Earnings and Expenses for the years 1932-33 and 1933-34.*

(In thousands of rupees)—contd.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6).	Percentage of working expenses to gross earnings. (Col. 6 × 100 / Col. 5)	Percentage of net earnings on total capital at charge given in column 4. (Col. 7 × 100 / Col. 4)	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
CLASS II—*concld.*									
Dibru-Sadiya	3′ 3⅜″	*1932-33*	*1,69,90*	*22,07*	*12,21*	*9,86*	*55·33*	*5·80*	
		1933-34	1,70,16	20,18	12,16	8,02	60·26	4·71	
Gaekwar's Baroda State	3′ 3⅜″	*1932-33*	Formed part of the B. B. & C. I. Railway.						
		1933-34	1,49,30	21,25	10,00	11,25	47·07	7·53	
	2′ 6″	*1932-33*	*3,13,43*	*23,96*	*16,95*	*7,01*	*70·73*	*2·23*	
		1933-34	3,14,23	24,06	17,07	6,99	70·95	2·22	
Gondal	3′ 3⅜″	*1932-33*	*1,52,97*	*25,62*	*13,06*	*12,56*	*50·98*	*8·21*	
		1933-34	1,57,01	25,94	13,39	12,55	51·61	7·99	
Howrah-Amta Light	2′ 0″	*1932-33*	*31,13*	*9,45*	*6,73*	*2,72*	*71·17*	*8·76*	
		1933-34	30,98	9,08	6,44	2,64	70·88	8·54	
Jamnagar Dwarka	3′ 3⅜″	*1932-33*	*1,61,15*	*13,90*	*10,03*	*3,87*	*72·12*	*2·40*	
		1933-34	1,59,29	14,00	8,89	5,11	63·45	3·21	
Junagad State	3′ 3⅜″	*1932-33*	*1,26,80*	*13,25*	*8,53*	*4,72*	*64·40*	*3·71*	
		1933-34	1,33,04	16,10	9,07	7,03	56·33	5·29	
Morvi	3′ 3⅜″	*1932-33*	*82,44*	*16,62*	*10,18*	*6,44*	*61·22*	*7·82*	
		1933-34	82,86	16,06	10,08	5,98	62·74	7·22	
Mysore	3′ 3⅜″	*1932-33*	*3,20,24*	*27,98*	*24,85*	*3,13*	*88·81*	*0·98*	
		1933-34	3,26,25	28,71	25,33	3,38	88·20	1·03	
	2′ 6″	*1932-33*	*42,68*	*3,06*	*2,35*	*71*	*76·80*	*1·66*	
		1933-34	43,67	2,99	2,28	71	76·61	1·63	
	2′ 0″	*1932-33*	*12,65*	*50*	*35*	*15*	*69·97*	*1·19*	
		1933-34	12,83	52	34	18	65·73	1·39	
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1932-33*	*49,94*	*8,86*	*4,23*	*4,63*	*47·69*	*9·28*	
		1933-34	50,37	10,16	4,40	5,76	43·18	11·40	
Total Class II Railways		*1932-33*	*25,07,45*	*2,88,99*	*1,92,02*	*96,97*	*66·45*	*3·87*	
		1933-34	26,80,46	3,16,42	1,99,20	1,17,22	62·95	4·37	
CLASS III.									
Ahmadpur Katwa	2′ 6″	*1932-33*	*20,73*	*1,15*	*93*	*22*	*80·52*	*1·08*	
		1933-34	20,73	1,11	98	13	88·11	0·64	

* † ‡ § For explanations see footnotes on opposite page

5.—*Statement of* $\frac{\text{Capital at Charge}^*}{\text{Capital outlay}\ \dagger}$, *Revenue Earnings and Expenses for the years 1932-33 and 1933-34.*

(*In thousands of rupees*)—contd.

Railway System	Gauge.	Year	For the system, *i.e.*, both State-owned and other than State-owned portions.						Remarks.
			‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5-6.)	Percentage of working expenses to gross earnings. $\left(\frac{\text{Col. 6} \times 100}{\text{Col. 5.}}\right)$	Percentage of net earnings on total capital at charge given in column 4 $\left(\frac{\text{Col. 7} \times 100}{\text{Col. 4.}}\right)$	
1	2	3	4	5	6	7	8	9	10
			Rs.	Rs.	Rs.	Rs.			
Class III—*contd.*									
Arrah-Sasaram	2′ 6″	*1932-33*	*25,20*	*3,57*	*2,67*	*90*	*74·79*	*3·57*	
		1933-34	25,12	3,04	2,65	39	87·08	1·56	
Bankura-Damoodar River	2′ 6″	*1932-33*	*40,17*	*1,51*	*1,39*	*12*	*92·17*	*0·29*	
		1933-34	40,17	1,61	1,41	20	87·33	0·51	
Baraset-Basirhat Light	2′ 6″	*1932-33*	*25,66*	*4,52*	*3,78*	*74*	*83·57*	*2·89*	
		1933-34	25,63	5,54	4,22	1,32	76·50	5·11	
Bengal Provincial	2′ 6″	*1932-33*	*15,21*	*1,25*	*1,11*	*14*	*88·80*	*0·89*	
		1933-34	15,18	1,21	1,12	9	92·56	0·61	
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	*15,26*	*3,08*	*2,06*	*1,02*	*66·91*	*6·67*	
		1933-34	15,20	2,08	1,73	35	82·94	2·30	
Burdwan-Katwa	2′ 6″	*1932-33*	*20,44*	*1,72*	*1,28*	*44*	*74·35*	*2·17*	
		1933-34	20,40	1,60	1,29	31	80·66	1·52	
Cutch State	2′ 6″	*1932-33*	*19,33*	*1,89*	*1,07*	*82*	*56·39*	*4·26*	
		1933-34	19,53	1,68	1,08	60	64·46	3·04	
Dehri-Rohtas Light	2′ 6″	*1932-33*	*12,48*	*1,61*	*1,12*	*49*	*69·41*	*3·96*	
		1933-34	12,48	1,70	1,03	67	60·79	5·33	
Dholpur-State	2′ 6″	*1932-33*	*17,34*	*1,66*	*96*	*70*	*57·79*	*4·03*	
		1933-34	17,31	1,62	95	67	58·71	3·87	
Futwah-Islampur	2′ 6″	*1932-33*	*19,49*	*1,12*	*86*	*26*	*76·82*	*1·34*	
		1933-34	19,48	1,18	89	29	75·34	1·49	
Gwalior Light	2′ 0″	*1932-33*	*1,21,63*	*7,97*	*5,73*	*2,24*	*71·89*	*1·34*	
		1933-34	1,21,21	7,78	5,38	2,40	69·17	1·98	
Howrah-Sheakhala Light	2′ 0″	*1932-33*	*8,36*	*1,95*	*1,68*	*27*	*86·41*	*3·23*	
		1933-34	8,29	1,80	1,55	25	86·03	3·04	
Jagadhri Light	2′ 0″	*1932-33*	*1,18*	*13*	*11*	*2*	*72·69*	*1·70*	
		1933-34	1,18	13	12	1	89·78	1·15	

* In the case of State-owned railways. † In the case of other than State-owned railways.

‡ On open lines and on lines wholly or partly under construction (including ferries and suspense).

§ Gross earnings and working expenses represent the true earnings and true expenses of a railway in an accounting period irrespective of whether the earnings have been realised or the expenses paid. They are the administrative figures of railway accounts.

5.—*Statement of* $\frac{\text{Capital at Charge*}}{\text{Capital outlay†}}$ *Revenue Earnings and Expenses for the years 1932-33 and 1933-34.*

(*In thousands of rupees*)—concld.

Railway System.	Gauge.	Year.	For the system, *i.e.*, both State-owned and other than State-owned portions. ‡ Total capital at charge.	§ Gross earnings.	§ Working expenses.	Net earnings. (Cols. 5—6.)	Percentage of working expenses to gross earnings $\left(\frac{\text{Col. } 6 \times 100}{\text{Col. } 5}\right)$	Percentage of net earnings on total capital at charge given in column 4. $\left(\frac{\text{Col. } 7 \times 100}{\text{Col. } 4}\right)$	Remarks.
1	2	3	4	5	6	7	8	9	10
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.			
Jorhat (Provincial)	2′ 0″	*1932-33*	*13,22*	*1,40*	*1,62*	*—22*	*115·54*	*—1·66*	
		1933-34	13,22	1,00	1,41	—41	140·43	—3·10	
Kalighat-Falta	2′ 6″	*1932-33*	*24,22*	*1,87*	*1,78*	*9*	*95·06*	*0·39*	
		1933-34	24,17	1,76	1,74	2	98·97	0·08	
Kulasekarapatnam Light	2′ 0″	*1932-33*	*5,41*	*1,10*	*89*	*21*	*81·28*	*3·80*	
		1933-34	5,49	92	86	6	92·99	1·18	
Matheran Light	2′ 0″	*1932-33*	*12,20*	*86*	*83*	*3*	*96·51*	*0·25*	
		1933-34	12,20	98	81	17	82·65	1·39	
Porbandar State	3′ 3⅜″	*1932-33*	*28,27*	*3,36*	*2,06*	*1,30*	*61.22*	*4·61*	
		1933-34	28,16	3,14	1,81	1,30	58·34	4·60	
Tenpore-Balipara Light	2′ 6″	*1932-33*	*4,87*	*1,58*	*1,10*	*48*	*69·93*	*9·73*	
		1933-34	4,87	1,55	1,06	49	68·71	10·06	
Trivellore Light	2′ 0″	*1932-33*	*1,16*	*3*	*3*	..	*121·20*	..	
		1933-34	1,16	2	3	—1	148·90	—0·86	
Udaipur-Chitorgarh	3′ 3⅜″	*1932-33*	*74,07*	*6,02*	*3,99*	*2,03*	*66·25*	*2·74*	
		1933-34	99,40	6,17	4,09	2,08	66·20	2·31	
Total Class III Railways	..	*1932-33*	*5,25,90*	*49,35*	*37,05*	*12,30*	*75·08*	*2·34*	
		1933-34	5,56,58	47,59	36,21	11,38	76·09	2·04	
Other items not included in the preceding heads (*a*).	..	*1932-33*	*§§4,31,87*	*—43,92*	*2,93,76*	*—3,37,68*	..	..	
		1933-34	5,29,35	—41,84	2,87,58	—3,29,42	..	..	
Grand Total	..	*1932-33*	*§§8,84,90,68* (*b*)	*96,20,56*	*68,89,62*	*27,30,94*	*71·61*	*§§3·09*	
		1933-34	8,84,41,23	99,57,65	69,54,15	30,03,50	69·84	3·40	

* † ‡ § — For explanations see footnotes on opposite page. §§ Revised figures.

(*a*) The details for the last year are given in the Report for that year, and those for the current year are as follows (in thousands of rupees) :—

	Capital at charge.
Coal Department	1,97,36
Abandoned Projects	32,26
Controller of Railway Accounts' account current	2,98,34
United Provinces (Distillery siding)	1,39
Total	5,29,35

Gross Earnings.

+3	Dividend on Government holdings (B. N. Rly.).
+40	Gross earnings of Bezwada and Dhone Kurnool Railways
—4,44	Gross earnings of new extensions and C. I. C. Rlys. (B. N. Rly.).
—1,00	Gross earnings of Jorhat (Provincial) Railway.
—36,82	Gross earnings of Mysore State Railway.
—1	Due to rounding off.
—41,84	

Working Expenses.

—1	Working expenses of Aden Railway.
+6,59	On account of rebate, etc.
—22	Adjustment of Tirhoot Rly.
—3,14	Working expenses of new extensions (B. N. Rly.).
+35	Working expenses of Bezwada and Dhone-Kurnool Railways.
+3,00,39	Contribution to Depreciation Reserve Fund on account of Company-worked lines
—1,41	Working expenses of Jorhat (Provincial) Railway.
—5,61	Payment to Ahmadpur Katwa, Burdwan Katwa, Futwa Islampur and South Behar Railways.
—1	Due to rounding off.
—30,57	Working expenses of Mysore State Railway.
+2,87,58	

(*b*)	1932-33	1933-34
State-owned ..	§§7,97,26,33	7,95,20,88
Other than State-owned ..	87,64,35	89,20,35
Total ..	§§8,84,90,68	8,84,41,23

6.—*Details of Gross Earnings of each Railway System for the years 1932-33 and 1933-34.*

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS I.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam Bengal	3′ 3⅜″	*1932-33*	*59,40*	*9,29*	*68,62*	*92,08*	*70*	*92,57*	*22*	*7,77*	*1,69,18*
		1933-34	56,16	8,62	64,71	98,00	88	98,69	22	9,49	1,73,11
Bengal and North-Western	3′ 3⅜″	*1932-33*	*1,31,70*	*12,83*	**1,39,18*	*1,99,50*	*1,16*	**1,86,32*	*43*	*3,28*	*3,29,21*
		1933-34	1,24,74	12,23	*1,31,63	2,11,60	1,89	*1,98,18	54	3,68	3,34,03
Bengal-Nagpur	5′ 6″	*1932-33*	*1,49,18*	*30,05*	*1,79,21*	*4,66,00*	*44*	*4,65,27*	*29*	*26,16*	*6,70,93*
		1933-34	1,41,50	28,91	1,70,39	5,33,44	2,03	5,34,35	31	26,34	7,31,39
	2′ 6″	*1932-33*	*14,09*	*1,33*	*15,42*	*17,16*	*42*	*17,55*	*6*	*29*	*33,32*
		1933-34	12,75	1,22	13,96	17,85	38	18,18	6	85	33,05
Bombay, Baroda and Central India.	5′ 6″	*1932-33*	*2,01,81*	*47,97*	*2,49,72*	*3,57,57*	*—2,26*	*3,54,07*	*51*	*12,91*	*6,17,21*
		1933-34	2,02,89	47,28	2,50,13	3,95,88	—3,23	3,91,37	50	13,98	6,55,98
	3′ 3⅜″	*1932-33*	*1,91,36*	*23,06*	*2,14,38*	*2,63,64*	*88*	*2,63,38*	*53*	*10,29*	*4,88,58*
		1933-34	1,71,89	20,12	1,91,96	2,76,71	1,09	2,76,45	51	7,15	4,76,07
	2′ 6″	*1932-33*	*5,05*	*30*	*5,35*	*4,45*	*1*	*4,43*	*2*	*4*	*9,84*
		1933-34	4,79	30	5,09	4,85	..	4,83	3	15	10,10
Burma	3′ 3⅜″	*1932-33*	*93,31*	*13,74*	*1,06,94*	*2,17,34*	*39*	*2,17,42*	*35*	*22,73*	*3,47,44*
		1933-34	86,59	12,36	98,86	2,52,03	41	2,52,18	32	15,11	3,66,47
Eastern Bengal	5′ 6″	*1932-33*	*1,14,02*	*25,67*	*1,39,62*	*1,80,73*	*1,54*	*1,82,02*	*21*	*11,78*	*3,33,63*
		1933-34	1,12,49	22,46	1,34,87	1,98,62	1,60	1,99,98	23	6,45	3,41,53
	3′3⅜″ and 2′ 6″	*1932-33*	*62,25*	*7,63*	*69,89*	*98,96*	*68*	*98,61*	*17*	*6,00*	*1,74,67*
		1933-34	60,85	6,93	67,73	1,05,22	66	1,05,77	19	5,64	1,79,33
East Indian	5′ 6″	*1932-33*	*5,01,86*	*75,30*	*5,77,16*	*11,31,94*	*4,63*	*11,36,47*	*1,18*	*49,89*	**17,64,70*
		1933-34	4,80,70	76,03	5,56,73	12,04,48	3,72	12,08,13	1,20	63,52	*18,29,58
Great Indian Peninsula	5′ 6″	*1932-33*	*†3,47,08*	*†90,04*	*4,36,54*	*7,78,94*	*3,92*	*7,81,00*	*1,06*	*27,78*	*12,46,38*
		1933-34	3,33,43	90,66	4,23,46	8,19,28	5,59	8,23,04	1,02	27,78	12,75,30
	2′ 6″	*1932-33*	*3,74*	*42*	*4,17*	*6,44*	*5*	*6,48*	*1*	*6*	*10,72*
		1933-34	3,08	42	3,50	5,71	3	5,72	1	5	9,28
Jodhpur	3′ 3⅜″	*1932-33*	*32,36*	*4,93*	*37,27*	*43,70*	*21*	*43,72*	*11*	*4,61*	*85,71*
		1933-34	32,94	5,08	38,00	50,41	16	50,39	13	5,24	93,76
Madras and Southern Mahratta.	5′ 6″	*1932-33*	*1,50,03*	*29,05*	*1,78,97*	*2,29,12*	*81*	*2,29,52*	*19*	*9,76*	*4,18,44*
		1933-34	1,38,67	28,67	1,67,26	2,53,13	80	2,53,53	20	14,02	4,35,01
	3′ 3⅜″	*1932-33*	*96,45*	*18,17*	*1,14,59*	*‡1,96,57*	*79*	*2,05,13*	*28*	*10,51*	*‡3,30,51*
		1933-34	87,75	16,53	1,04,20	‡2,23,18	84	2,34,54	24	9,54	‡3,48,52
Nizam's State	5′ 6″	*1932-33*	*30,52*	*8,47*	*38,92*	*87,08*	*45*	*87,40*	*34*	*2,04*	*1,28,70*
		1933-34	30,83	8,91	39,66	91,27	57	91,61	34	2,07	1,33,68
	3′ 3⅜″	*1932-33*	*28,53*	*3,56*	*32,04*	*40,87*	*33*	*41,08*	*22*	*1,21*	*74,55*
		1933-34	26,42	3,40	29,79	43,61	31	43,84	22	1,21	75,06

* *Excluding the Cawnpore-Burhwal* (3′ 3⅜″ gauge) link earnings, which, as to details, are included with the Bengal and North-Western Railway, and to totals with the sundry earnings of the E. I. Railway.

† Revised figures.

‡ Includes Harbour receipts and expenditure.

6.—*Details of Gross Earnings of each Railway System for the years 1932-33 and 1933-34*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (excluding refunds).
			Earnings from passengers carried (including refunds).	Other coaching earnings (including refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (including refunds).	Other goods earnings (including refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
CLASS I—*contd.*											
North Western (Commercial)	5′ 6″	*1932-33*	§	§	§	*7,52,14*	*6,47*	*7,57,59*	*1,69*	*41,79*	*13,11,40*
		1933-34	§	§	§	8,20,49	6,12	8,25,51	1,80	41,91	13,72,24
	2′ 6″	*1932-33*	§	§	§	*14,83*	*30*	*15,11*	*3*	*42*	*29,58*
		1933-34	§	§	§	14,17	34	14,50	3	38	27,90
North Western (Military)	5′ 6″	*1932-33*	§	§	§	*67,22*	*46*	*67,59*	*17*	*5,53*	*1,22,47*
		1933-34	§	§	§	72,05	42	72,37	18	2,78	1,21,52
	2′ 6″	*1932-33*	§	§	§	*2,48*	*2*	*2,49*	*1*	*25*	*4,93*
		1933-34	§	§	§	2,58	4	2,61	1	13	4,68
North Western (Total)	5′ 6″ & 2′ 6″	*1932-33*	*4,85,86*	*90,28*	*5,75,57*	*8,36,67*	*7,25*	*8,42,78*	*1,90*	*43,04*	*14,68,39*
		1933-34	4,74,42	90,02	5,64,13	9,09,20	6,92	9,14,99	2,02	45,20	15,26,34
Rohilkund and Kumaon	3′ 3⅜″	*1932-33*	*22,77*	*3,14*	*25,90*	*34,94*	*31*	*35,08*	*5*	*2,73*	*63,76*
		1933-34	23,55	3,17	26,70	38,31	29	38,41	7	2,20	67,38
South Indian	5′ 6″	*1932-33*	*60,64*	*10,64*	*71,26*	*90,61*	*40*	*90,87*	*8*	*4,57*	*1,66,78*
		1933-34	58,45	10,37	68,79	87,82	39	88,08	8	2,62	1,59,57
	3′ 3⅜″	*1932-33*	*1,99,83*	*16,69*	*2,16,37*	*1,55,40*	*1,87*	*1,56,99*	*29*	*17,21*	*3,90,86*
		1933-34	1,86,82	15,47	2,02,18	1,60,75	2,20	1,62,64	30	13,58	3,78,70
	2′ 6″	*1932-33*	*1,27*	*7*	*1,34*	*1,25*	*1*	*1,25*	*1*	*3*	*2,63*
		1933-34	99	7	1,06	1,14	1	1,15	..	3	2,24
Total Class I Railways	..	*1932-33*	*‡29,83,11*	*‡5,22,69*	*34,98,53*	*55,30,36*	*25,00*	*55,39,41*	*8,51*	*2,79,69*	*93,26,14*
		1933-34	28,52,70	5,09,23	33,54,79	59,82,58	27,54	59,96,05	8,74	2,75,90	96,35,48
CLASS II.*											
Barsi Light	2′ 6″	*1932-33*	*8,60*	*87*	*9,47*	*9,39*	*8*	*9,47*	*3*	*38*	*19,35*
		1933-34	7,98	1,03	9,01	10,48	8	10,56	3	42	20,02
Bengal Dooars	3′ 3⅜″	*1932-33*	*3,50*	*71*	*4,21*	*14,98*	*3*	*15,01*	*2*	*24*	*19,48*
		1933-34	3,50	72	4,22	15,57	3	15,60	2	22	20,06
Bhavnagar State	3′ 3⅜″	*1932-33*	*14,65*	*1,57*	*16,22*	*14,69*	*4*	*14,73*	*54*	*77*	*32,26*
		1933-34	14,48	1,55	16,03	17,03	8	17,11	46	65	34,25
Bikaner State	3′ 3⅜″	*1932-33*	*16,29*	*1,87*	*18,16*	*17,22*	*6*	*17,28*	*17*	*42*	*36,03*
		1933-34	15,05	1,74	16,79	18,24	6	18,30	19	1,03	36,31
Darjeeling-Himalayan	2′ 0″	*1932-33*	*3,16*	*2,11*	*5,27*	*11,13*	*3*	*11,16*	*3*	*14*	*16,60*
		1933-34	2,95	1,92	4,87	11,64	3	11,67	2	17	16,73
Dibru-Sadiya	3′ 3⅜″	*1932-33*	*4,95*	*73*	*5,68*	*15,73*	*5*	*15,78*	*1*	*60*	*22,07*
		1933-34	4,58	69	5,27	14,45	3	14,48	2	41	20,18
Gaekwar's Baroda State	3′ 3⅜″	*1932-33*	†	†	†	†	†	†	†	†	†
		1933-34	12,83	81	13,64	7,44	2	7,46	3	12	21,25
	2′ 6″	*1932-33*	*11,19*	*59*	*11,78*	*10,97*	*5*	*11,02*	*12*	*1,04*	*23,96*
		1933-34	10,66	70	11,36	11,80	8	11,88	13	69	24,06
Gondal	3′ 3⅜″	*1932-33*	*10,93*	*1,03*	*11,96*	*10,53*	*4*	*10,57*	*9*	*3,00*	*25,62*
		1933-34	10,64	1,10	11,74	11,54	5	11,59	11	2,50	25,84

* *Excludes* refunds.
‡ Revised figures.
† Included under B. B. and C. I. Railway.
§ Figures not required.

6.—*Details of Gross Earnings of each Railway System for the years 1932-33 and 1933-34*—contd.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS II—*contd.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Howrah-Amta Light	2′ 0″	*1932-33*	*7,50*	*33*	*7,83*	*1,56*	*Nil*	*1,56*	*Nil*	*6*	*9,45*
		1933-34	7,08	32	7,40	1,62	Nil	1,62	Nil	6	9,08
Jamnagar Dwarka	3′ 3⅜″	*1932-33*	*6,18*	*57*	*6,75*	*6,20*	*2*	*6,22*	*5*	*88*	*13,90*
		1933-34	5,98	55	6,53	6,60	2	6,62	4	81	14,00
Junagad State	3′ 3⅜″	*1932-33*	*6,75*	*63*	*7,38*	*5,37*	*2*	*5,39*	*5*	*43*	*13,25*
		1933-34	7,26	68	7,94	7,45	2	7,47	5	64	16,10
Morvi	3′ 3⅜″	*1932-33*	*8,03*	*1,31*	*9,34*	*6,82*	*2*	*6,84*	*9*	*35*	*16,62*
		1933-34	7,66	1,27	8,93	6,69	Nil	6,69	9	35	16,93
Mysore	3′ 3⅜″	*1932-33*	*14,95*	*1,31*	*16,26*	*10,90*	*22*	*11,12*	*1*	*59*	*27,98*
		1933-34	15,44	1,23	16,67	11,30	20	11,50	1	53	28,71
	2′ 6″	*1932-33*	*1,73*	*8*	*1,81*	*1,22*	*1*	*1,23*	*Nil*	*2*	*3,06*
		1933-34	1,76	8	1,84	1,12	2	1,14	Nil	1	2,99
	2′ 0″	*1932-33*	*13*	*1*	*14*	*36*	*Nil*	*36*	*Nil*	*Nil*	*50*
		1933-34	12	1	13	39	Nil	39	Nil	Nil	52
Shahdara (Delhi) Saharanpur Light	2′ 6″	*1932-33*	*4,63*	*19*	*4,82*	*3,93*	*3*	*3,96*	*Nil*	*8*	*8,86*
		1933-34	4,75	20	4,95	5,09	4	5,13	Nil	8	10,16
Total Class II Railways	..	*1932-33*	*1,23,17*	*13,91*	*1,37,08*	*1,41,00*	*70*	*1,41,70*	*1,21*	*9,00*	*2,88,99*
		1933-34	1,32,72	14,60	1,47,32	1,58,45	76	1,59,21	1,20	8,69	3,16,42
CLASS III.											
Aden	3′ 3⅜″	*1932-33*	*	*	*	*	*	*	*	*	*
		1933-34	*	*	*	*	*	*	*	*	*
Ahmadpur-Katwa	2′ 6″	*1932-33*	*83*	*3*	*86*	*28*	*Nil*	*28*	*Nil*	*1*	*1,15*
		1933-34	81	2	83	26	Nil	26	Nil	2	1,11
Arrah-Sasaram	2′ 6″	*1932-33*	*2,24*	*6*	*2,30*	*1,14*	*7*	*1,21*	*Nil*	*6*	*3,57*
		1933-34	2,04	8	2,12	91	—3	88	Nil	4	3,04
Damoodar River	2′ 6″	*1932-33*	*87*	*4*	*91*	*68*	*Nil*	*68*	*Nil*	*2*	*1,51*
		1933-34	84	3	87	71	Nil	71	Nil	3	1,61
Barasat-Basirhat Light	2′ 6″	*1932-33*	*3,28*	*44*	*3,72*	*76*	*Nil*	*76*	*Nil*	*4*	*4,52*
		1933-34	3,85	48	4,33	1,16	Nil	1,16	Nil	5	5,54
Benga Provincial	2′ 6″	*1932-33*	*79*	*8*	*87*	*24*	*Nil*	*24*	*Nil*	*14*	*1,25*
		1933-34	73	5	78	29	Nil	29	1	13	1,21
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	*1,59*	*8*	*1,67*	*1,10*	*21*	*1,31*	*Nil*	*10*	*3,08*
		1933-34	1,38	5	1,43	77	—15	62	Nil	3	2,08
Burdwan Katwa	2′ 6″	*1932-33*	*1,21*	*8*	*1,29*	*40*	*Nil*	*40*	*Nil*	*3*	*1,72*
		1933-34	1,10	6	1,16	38	Nil	38	Nil	6	1,60
Cutch State	2′ 6″	*1932-33*	*96*	*27*	*1,23*	*50*	*12*	*62*	*Nil*	*4*	*1,89*
		1933-34	89	16	1,05	47	12	59	Nil	4	1,68

* Information not available due to the closing of the Railway from 1st August 1929.

6.—*Details of Gross Earnings of each Railway System for the years 1932-33 and 1933-34*—concld.

[In thousands of rupees.]

Railway System.	Gauge.	Year.	Coaching earnings.			Goods earnings.			Miscellaneous earnings.		Total gross earnings (*excluding* refunds).
			Earnings from passengers carried (*excluding* refunds).	Other coaching earnings (*excluding* refunds).	Total coaching earnings (*excluding* refunds).	Earnings from goods carried (*excluding* refunds).	Other goods earnings (*excluding* refunds).	Total goods earnings (*excluding* refunds).	Electric telegraph earnings (*excluding* refunds).	Other miscellaneous earnings (*excluding* refunds).	
1	2	3	4	5	6	7	8	9	10	11	12
CLASS III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Dehri-Rohtas Light	2′ 6″	*1932-33*	*22*	*1*	*23*	*1,25*	*6*	*1,31*	*1*	*6*	*1,61*
		1933-34	21	1	22	1,39	1	1,40	1	7	1,70
Dholpur-State	2′ 6″	*1932-33*	*62*	*1*	*63*	*1,01*	*Nil*	*1,01*	*Nil*	*2*	*1,66*
		1933-34	47	1	48	1,13	Nil	1,13	*Nil*	1	1,62
Futwah-Islampur	2′ 6″	*1932-33*	*89*	*3*	*92*	*22*	*—3*	*19*	*Nil*	*1*	*1,12*
		1933-34	85	2	87	28	1	29	Nil	2	1,18
Gwalior Light	2′ 0″	*1932-33*	*3,41*	*19*	*3,60*	*4,15*	*2*	*4,17*	*10*	*10*	*7,97*
		1933-34	3,36	20	3,56	3,98	3	4,01	9	12	7,78
Howrah-Sheakhala Light	2′ 0″	*1932-33*	*1,17*	*46*	*1,63*	*30*	*Nil*	*30*	*Nil*	*2*	*1,95*
		1933-34	1,12	32	1,44	35	Nil	35	Nil	1	1,80
Jagadhri Light	2′ 0″	*1932-33*	*4*	*Nil*	*4*	*7*	*Nil*	*7*	*Nil*	*2*	*13*
		1933-34	4	..	4	9	Nil	9	Nil	..	13
Jessore-Jhenidah	2′ 6″	*1932-33*	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1933-34	‡	‡	‡	‡	‡	‡	‡	‡	‡
Jorhat (Provincial)	2′ 0″	*1932-33*	†	†	†	†	†	†	†	†	*1,40*
		1933-34	†	†	†	†	†	†	†	†	1,00
Kalighat-Falta	2′ 6″	*1932-33*	*1,20*	*3*	*1,23*	*57*	*Nil*	*57*	*Nil*	*7*	*1,87*
		1933-34	1,17	2	1,19	49	Nil	49	Nil	8	1,76
Kulasekarapatnam Light	2′ 0″	*1932-33*	*66*	*1*	*67*	*43*	*Nil*	*43*	..	..	*1,10*
		1933-34	55	..	55	37	Nil	37	Nil	Nil	92
Matheran Light	2′ 0″	*1932-33*	*53*	*12*	*65*	*11*	*Nil*	*11*	*Nil*	*10*	*86*
		1933-34	71	12	83	15	Nil	15	Nil	Nil	98
Porbandar State	3′ 3¾″	*1932-33*	*1,19*	*13*	*1,32*	*1,59*	*3*	*1,62*	*Nil*	*42*	*3,36*
		1933-34	1,17	14	1,31	1,29	5	1,34	4	42	3,11
Tezpore-Balipara Light	2′ 6″	*1932-33*	*61*	*11*	*72*	*76*	*Nil*	*76*	*1*	*9*	*1,58*
		1933-34	59	11	70	77	Nil	77	1	7	1,55
Trivellore Light	2′ 0″	*1932-33*	*3*	†	*3*	†	†	†	†	†	*3*
		1933-34	2	†	2	†	†	†	†	†	2
Udaipur-Chitorgarh	3′ 3¾″	*1932-33*	*3,57*	*53*	*4,10*	*1,82*	*2*	*1,84*	*2*	*6*	*6 02*
		1933-34	3,58	41	3,99	2,06	2	2,08	3	7	6,17
Total Class III Railways		*1932-33*	*25,91*	*2,71*	*28,62*	*17,28*	*50*	*17,78*	*14*	*1,41*	*49,35*
		1933-34	25,48	2,29	27,77	17,30	6	17,36	19	1,27	47,59
Other items not included in the preceding heads.§		*1932-33*	..	..	..	..	..	..	..	..	*—42,92*
		1933-34	..	..	..	..	..	..	..	..	*—11,84*
GRAND TOTAL	..	*1932-33*	*(a) ‖31,32,19*	*(a) ‖5,39,31*	*36,64,23*	*(a) 56,88,64*	*(a) 26,20*	*56,98,89*	*9,86*	*2,90,10*	*96,20,56*
		1933-34	(a) 30,10,90	(a) 5,26,12	35,29,88	(a) 61,58,33	(a) 28,36	61,72,62	10,13	2,85,86	99,57,65

† Information not furnished.
(a) Includes refunds in the case of Class I Railways but excludes the same in the case of Class II and III Railways.
§ For details see foot-note in statement No. 5 for the year concerned.
‡ Figures are not available as the line has been closed with effect from the 1st April 1933.
‖ Revised figures.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	3′ 3⅜″	*1932-33*	*33,40*	*19·74*	*29,61*	*17·50*	*9,80*	*5·79*	..	..
		1933-34	37,42	21·62	30,77	17·77	10,72	6·19	..	..
Bengal and North-Western	3′ 3⅜″	*1932-33*	*32,79*	*9·96*	*40,34*	*12·25*	*15,03*	*4·57*	..	..
		1933-34	34,91	10·45	40,8	12·22	11,60	3·47	..	..
Bengal-Nagpur	5′ 6″	*1932-33*	*87,19*	*13·00*	*1,32,65*	*19·77*	*59,91*	*8·93*	..	..
		1933-34	1,09,71	15·00	1,34,69	18·42	62,78	8·58	..	..
	2′ 6″	*1932-33*	*11,91*	*35·76*	*12,30*	*46·92*	*4,23*	*12·69*	..	..
		1933-34	13,41	40·59	12,41	37·54	4,23	12·80	..	..
Bombay, Baroda and Central India.	5′ 6″	*1932-33*	*56,74*	*9·19*	*1,00,75*	*16·32*	*45,04*	*7·30*	*31,07*	*5·04*
		1933-34	60,97	9·29	91,13	13·89	40,31	6·15	32,38	4·94
	3′ 3⅜″	*1932-33*	*48,86*	*10·00*	*95,25*	*19·50*	*33,74*	*6·89*	*10,42*	*2·13*
		1933-34	51,89	10·90	91,24	19·16	32,44	6·81	10,44	2·19
	2′ 6″	*1932-33*	*2,10*	*21·56*	*3,80*	*38·79*	*80*	*8·07*	*8*	*0·79*
		1933-34	2,30	22·77	2,47	24·46	53	5·28	7	0·66
Burma	3′ 3⅜″	*1932-33*	*78,76*	*22·67*	*79,45*	*22·87*	*29,95*	*8·62*	..	..
		1933-34	85,09	23·38	80,54	21·97	30,37	8·29	..	..
Eastern Bengal	5′ 6″	*1932-33*	*74,53*	*22·30*	*66,89*	*20·10*	*37,91*	*11·40*	..	..
		1933-34	81,26	23·80	68,14	20·00	40,77	11·90	..	..
	3′ 3⅜″	*1932-33*	*38,41*	*22·10*	*33,51*	*19·30*	*21,49*	*12·40*	..	..
		1933-34	38,98	21·90	32,39	18·20	22,21	12·50	..	..
	2′ 6″	*1932-33*	*49*	*39·80*	*42*	*34·10*	*22*	*17·90*	..	..
		1933-34	37	29·90	50	40·30	21	16·90	..	..
East Indian	5′ 6″	*1932-33*	*2,43,95*	*13·82*	*3,31,14*	*18·77*	*1,87,49*	*10·62*	..	..
		1933-34	2,59,13	14·16	3,32,76	18·19	1,90,15	10·39	..	..
Great Indian Peninsula	5′ 6″	*1932-33*	*2,17,26*	*17·42*	*2,51,70*	*20·18*	*1,28,77*	*10·32*	*88,35*	*7·08*
		1933-34	2,04,54	16·02	2,43,48	19·08	1,28,24	10·05	92,24	7·23
	2′ 6″	*1932-33*	‡	‡	‡	‡	‡	‡	..	..
		1933-34	1,02	12·41	1,57	19·00	31	3·77	..	..
Jodhpur	3′-3⅜″	*1932-33*	*11,93*	*13·92*	*14,42*	*16·83*	*6,08*	*7·10*	..	..
		1933-34	11,40	12·15	15,29	16·31	5,87	6·26	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve fund as the case may be.
‡ Separate figures, under each Abstract, are not furnished.

system for the years 1932-33 and 1933-34. (In thousands of rupees.)

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earning .	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
5,04	*2·98*	*23,76*	*14·05*	*11,44*	*6·76*	*8,16*	*4·83*	*1,21,21*	*71·65*	Assam-Bengal.
6,60	3·81	23,92	13·82	11,91	6·88	8,16	4·72	1,29,50	74·81	
7,75	*2·35*	*28,48*	*8·65*	*15,74*	*4·78*	*7,40*	*2·25*	*1,47,53*	*44·81*	Bengal and North Western.
7,63	2·29	28,64	8·57	15,93	4·77	7,35	2·20	1,46,86	43·97	
6,34	*0·94*	*92,16*	*13·74*	*41,14*	*6·13*	*62,62*	*9·33*	*4,82,01*	*71·84*	Bengal-Nagpur.
6,49	0·88	95,45	13·06	42,87	5·86	47,75	6·53	4,99,74	68·33	
...	...	*5,35*	*16·07*	*3,23*	*9·70*	*1,07*	*3·20*	*38,09*	*114·34*	
...	...	5,80	17·53	3,17	9·58	1,32	4·00	40,34	122·04	
...	...	*67,40*	*10·92*	*26,42*	*4·28*	*29,57*	*4·79*	*3,56,99*	*57·84*	Bombay, Baroda and Central India.
...	...	69,61	10·61	28,25	4·31	28,36	4·32	3,51,01	53·51	
...	...	*42,48*	*8·69*	*23,96*	*4·90*	*22,51*	*4·61*	*2,77,22*	*56·72*	
...	...	42,45	8·92	23,59	4·96	18,17	3·82	2,70,22	56·76	
...	...	*1,26*	*12·81*	*63*	*6·33*	*15*	*1·45*	*8,82*	*89·71*	
...	...	1,20	11·94	54	5·36	17	1·63	7,28	72·10	
3,68	*1·06*	*43,50*	*12·52*	*18,01*	*5·18*	*19,55*	*5·63*	*2,72,90*	*78·55*	Burma.
3,33	0·91	43,53	11·88	18,29	4·99	19,23	5·25	2,80,98	76·67	
...	...	*53,49*	*16·00*	*23,56*	*7·06*	*23,84*	*7·15*	*2,80,22*	*84·01*	Eastern Bengal.
...	...	54,36	15·90	22,95	6·72	24,96	7·31	2,92,44	85·63	
5,23	*3·02*	*26,73*	*15·40*	*8,97*	*5·17*	*9,74*	*5·62*	*1,44,08*	*83·01*	
4,79	2·69	26,79	15·00	9,53	5·35	9,33	5·24	1,44,02	80·88	
...	...	*17*	*13·80*	*4*	*3·25*	*1*	*0·81*	*1,35*	*109·66*	
...	...	17	13·70	4	3·23	1	0·81	1,30	104·84	
3,00	*0·17*	*2,10,76*	*11·94*	*77,83*	*4·41*	*92,20*	*5·23*	*11,46,37*	*64·96*	East Indian.
1,75	0·10	2,18,13	11·92	75,56	4·13	86,68	4·74	11,64,16	63·63	
...	...	*1,33,04*	*10·67*	*61,77*	*4·95*	*61,16*	*4·90*	*9,42,05*	*75·52*	Great Indian Peninsula.
...	...	1,36,39	10·68	62,89	4·93	63,45	4·97	9,31,23	72·96	
..	..	‡	‡	‡	‡	‡	‡	*4,37*	*45·90*	
..	..	67	8·09	6	0·68	9	1·05	3,72	45·00	
...	...	*8,54*	*9·96*	*5,74*	*6·69*	*5,63*	*6·57*	*52,34*	*61·07*	Jodhpur.
...	...	9,11	9·72	5,65	6·02	6,24	6·66	53,56	57·12	

7.—Details of Working Expenses* of each Railway

Railway System.	Gauge.	Year.	Maintenance of Structural Works.		Maintenance and supply of Locomotive Power.		Maintenance of Carriage and Wagon Stock.		Electric Service Department.	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS I—*concld.*										
Madras and Southern Mahratta.	5′ 6″	*1932-33* .	*37,13*	*8·87*	*85,59*	*20·40*	*23,50*	*5·61*	..	..
		1933-34 .	56,43	13·00	87,52	20·10	26,32	6·05	..	..
	3′ 3⅜″	*1932-33* .	*53,48*	*16·20*	*69,05*	*20·90*	*18,32*	*5·54*	..	..
		1933-34 .	35,75	10·20	67,26	19·30	20,28	5·81	..	..
Nizam's State	5′ 6″	*1932-33* .	*14,56*	*11·32*	*18,84*	*14·64*	*8,31*	*6·46*	..	..
		1933-34 .	16,63	12·44	19,11	14·30	8,90	6·65	..	..
	3′ 3⅜″	*1932-33* .	*10,79*	*14·48*	*15,15*	*20·33*	*5,22*	*7·00*	..	..
		1933-34 .	12,13	16·16	14,29	19·04	5,47	7·29	..	..
North Western (Commercial).	5′ 6″	*1932-33* .	*2,83,47*	*21·58*	*2,81,27*	*21·41*	*1,31,84*	*10·03*	..	..
		1933-34 .	2,67,18	19·47	2,99,73	21·84	1,37,17	10·00	..	..
	2′ 6″	*1932-33* .	*12,96*	*43·77*	*11,48*	*38·77*	*4,01*	*13·54*	..	..
		1933-34 .	12,59	43·30	11,41	38·85	4,46	15·13	..	..
North Western (Military)	5′ 6″	*1932-33* .	*52,92*	*43·16*	*58,88*	*48·03*	*18,72*	*15·26*	..	..
		1933-34 .	54,94	45·21	53,53	44·05	18,99	15·63	..	..
	2′ 6″	*1932-33* .	*7,96*	*161·13*	*6,06*	*122·67*	*1,68*	*34·01*	..	..
		1933-34 .	8,83	188·34	4,54	96·83	1,55	33·21	..	..
North Western (Total)		*1932-33* .	*3,57,31*	*24·33*	*3,57,69*	*24·36*	*1,56,25*	*10·64*	..	..
		1933-34 .	3,43,54	22·51	3,69,21	24·19	1,62,17	10·62	..	..
Rohilkund and Kumaon .	3′ 3⅜″	*1932-33* .	*8,23*	*12·91*	*9,18*	*14·40*	*2,53*	*3·96*	..	..
		1933-34 .	7,82	11·60	9,76	14·48	3,79	5·62	..	..
South Indian	5′ 6″	*1932-33* .	†	†	†	†	†	†	..	..
		1933-34 .	†	†	†	†	†	†	..	..
	3′ 3⅜″	*1932-33* .	*‡66,52*	*‡11·87*	*‡1,15,41*	*‡20·60*	*‡24,45*	*‡4·36*	*5,19*	*0·93*
		1933-34 .	‡66,64	‡12·33	‡1,07,10	‡19·81	‡29,22	‡5·41	4,99	0·92
	2′ 6″	*1932-33* .	†	†	†	†	†	†	..	..
		1933-34 .	†	†	†	†	†	†	..	..
TOTAL CLASS I RAILWAYS	..	*1932-33* .	*14,86,34*	*15·94*	*18,63,14*	*19·98*	*8,19,04*	*8·78*	*1,35,11*	*1·45*
		1933-34 .	15,31,94	15·90	18,52,43	19·22	8,36,89	8·69	1,40,12	1·45

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
† Included with 3′ 3⅜″ gauge.
‡ Includes 5′ 6″ and 2′ 6″ Gauges.

System for the years 1932-33 and 1933-34. (*In thousands of rupees*)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I—*concld.*
...	...	*32,76*	*7·83*	*19,99*	*4·78*	*19,41*	*4·65*	*2,18,38*	*52·14*	Madras and Southern Mahratta.
...	..	35,46	8·15	21,50	4·94	20,43	4·70	2,47,66	56·94	
4,96	*2·49*	*30,58*	*9·25*	*16,77*	*5·08*	*13,45*	*4·07*	*2,06,58*	*62·53*	
5,67	1·63	29,71	8·53	17,44	5·00	13,98	4·01	1,90,09	54·48	
...	...	*10,47*	*8·13*	*7,54*	*5·86*	*4,42*	*3·43*	*64,14*	*49·84*	Nizam's State.
..	..	10,55	7·89	7,97	5·96	5,73	4·29	68,89	51·53	
..	..	*8,62*	*11·57*	*7,38*	*9·90*	*3,46*	*4·63*	*50,62*	*67·90*	
...	..	8,01	10·66	7,01	9·34	4,33	5·77	51,24	68,26	
...	..	*1,52,41*	*11·60*	*69,33*	*5·27*	*57,47*	*4·37*	*9,75,79*	*74·26*	North Western (Commercial).
...	..	1,53,61	11·19	73,23	5·34	57,35	4·18	9,88,27	72·02	
47	*1·59*	*4,72*	*15·94*	*1,50*	*5·07*	*1,58*	*5·34*	*36,72*	*124·02*	
37	1·33	5,06	17·13	1,43	4·66	90	2·83	36,22	123·23	
...	..	*20,74*	*16·91*	*11,55*	*9·42*	*7,96*	*6·49*	*1,70,77*	*139·27*	North Western (Military).
...	..	19,65	16·17	11,85	9·75	7,71	6·34	1,66,67	137·15	
8	*1·62*	*2,00*	*40·49*	*1,04*	*21·05*	*45*	*9·11*	*19,27*	*390·08*	
7	1·44	1,96	41·86	99	21·15	43	9·07	18,37	391·90	
55	*0·04*	*1,79,87*	*12·25*	*83,42*	*5·68*	*67,46*	*4·59*	*12,02,55*	*81·89*	North Western (Total).
44	0·03	1,80,28	11·81	87,50	5·73	66,39	4·35	12,09,53	79·24	
...	...	*5,88*	*9·22*	*4,31*	*6·76*	...	..	*30,13*	*47·25*	Rohilkund and Kumaon.
...	..	6,03	8·96	4,24	6·29	23	0·35	31,87	47·30	
†	†	†	†	†	†	†	†	*1,01,39*	*60·79*	South Indian.
†	†	†	†	†	†	†	†	90,24	56·55	
‡*3,41*	‡*0·61*	‡*53,66*	‡*9·58*	‡*30,52*	‡*5·45*	‡*19,68*	‡*3·51*	*2,13,32*	*54·58*	
‡2,94	‡0·54	‡51,13	‡9·46	‡31,07	‡5·75	‡22,43	‡4·15	2,21,56	58·51	
†	†	†	†	†	†	†	†	*4,13*	*157·03*	
†	†	†	†	†	†	†	†	3,72	166·07	
39,93	*0·43*	*10,58,96*	*11·35*	*4,88,41*	*5·24*	*4,71,49*	*5·06*	*63,66,79*	*68·27*	TOTAL CLASS I RAILWAYS.
39,64	0·41	10,77,39	11·18	4,97,96	5·17	4,54,79	4·72	64,31,16	66·74	

† Included with 3′-3⅜″ gauge.

‡ Includes 5′ 6″ and 2′ 6″ gauges.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge	Year.	*Maintenance of Structural Works.*		*Maintenance and supply of Locomotive Power.*		*Maintenance of Carriage and Wagon Stock.*		*Electric Service Department.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7	8	9	10	11
CLASS II.										
Barsi Light	2′ 6″	*1932-33*	*1,35*	*6·96*	*4,24*	*21·92*	*91*	*4·71*	..	..
		1933-34	1,45	7·25	3,81	19·04	89	4·47	..	..
Bengal Dooars	3′ 3⅜″	*1932-33*	*3,69*	*18·95*	*1,99*	*10·22*	*61*	*3·13*	..	..
		1933-34	4,08	20·34	1,96	9·77	68	3·39	..	..
Bhavnagar State	3′ 3⅜″	*1932-33*	*3,36*	*10·40*	*6,32*	*19·59*	*2,36*	*7·32*	..	..
		1933-34	3,31	9·67	6,64	19·38	1,89	5·51	..	..
Bikaner State	3′ 3⅜″	*1932-33*	*5,99*	*16·63*	*10,06*	*27·93*	*3,59*	*9·96*	..	..
		1933-34	5,97	16·44	8,72	24·02	2,83	7·79	..	..
Darjeeling-Himalayan	2′ 0″	*1932-33*	*§2,00*	*§12·05*	*§3,81*	*§22·95*	*§1,22*	*§7·35*	..	..
		1933-34	§1,90	§11·36	§3,50	§20·92	§1,10	§6·57	..	..
Dibru-Sadiya	3′ 3⅜″	*1932-33*	*2,69*	*12·19*	*3,86*	*17·49*	*1,91*	*8·66*	..	..
		1933-34	2,38	11·79	4,10	20·32	2,21	10·95	..	..
Gaekwar's Baroda State. (Gaekwar's Mehsana).	3′ 3⅜″	*1932-33*	*Formed part of the B. B. and C. I. Railway.*							
		1933-34	1,72	8·08	3,22	15·16	39	1·85	..	..
Gaekwar's Baroda State.	2′ 6″	*1932-33*	*2,99*	*12·46*	*3,93*	*16·41*	*75*	*3·13*	..	..
		1933-34	3,12	12·96	3,82	15·90	1,41	5·85	..	..
Gondal	3′ 3⅜″	*1932-33*	*3,43*	*13·38*	*4,34*	*16·94*	*1,14*	*4·43*	..	..
		1933-34	4,03	15·54	4,54	17·50	94	3·64	..	..
Howrah-Amta Light	2′ 0″	*1932-33*	*1,80*	*19·05*	*1,54*	*16·30*	*83*	*8·74*	..	..
		1933-34	1,45	15·97	1,56	17·14	95	10·43	..	..
Jamnagar Dwarka	3′ 3⅜″	*1932-33*	*2,64*	*19·02*	*3,11*	*22·35*	*85*	*6·09*		
		1933-34	2,01	14·35	2,83	20·23	76	5·40	..	..
Junagad State	3′ 3⅜″	*1932-33*	*1,73*	*13·10*	*2,80*	*21·15*	*76*	*5·70*	..	..
		1933-34	2,05	12·70	2,67	16·58	87	5·39	..	..
Morvi	3′ 3⅜″	*1932-33*	*—42*	*—2·50*	*2,95*	*17·73*	*68*	*4·08*		
		1933-34	1,03	6·40	3,14	19·52	76	4·75	..	..
Mysore	3′ 3⅜″	*1932-33*	*4,60*	*16·44*	*9,89*	*35·35*	*2,02*	*7·22*	..	..
		1933-34	4,88	16·96	10,87	37·87	1,94	6·75	..	..
	2′ 6″	*1932-33*	*40*	*13·07*	*86*	*28·11*	*18*	*5·88*	..	..
		1933-34	41	13·79	93	31·17	15	5·19	..	..
	2′ 0″	*1932-33*	*6*	*11·36*	*12*	*24·88*	*2*	*3·93*	..	..
		1933-34	6	11·27	12	23·92	3	5·43	..	..
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1932-33*	*1,05*	*11·89*	*1,13*	*12·68*	*38*	*4·33*	..	..
		1933-34	1,30	12·64	1,13	11·15	37	3·64	..	..
TOTAL CLASS II RAILWAYS	..	*1932-33*	*37,36*	*12·93*	*60,95*	*21·09*	*18,21*	*6·30*	..	..
		1933-34	41,15	13·91	63,56	20·09	18,17	5·74	..	..

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.
§ Includes the Darjeeling Himalayan Extension Rly.

System for the years 1932-33 and 1933-34. (In thousands of rupees)—contd.

Maintenance and working of Ferry Steamers and Harbours.		*Expenses of Traffic Department.*		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS II.
..	..	*1,78*	*9·22*	*3,07*	*15·84*	*92*	*4·78*	*12,27*	*63·43*	Barsi Light.
..	..	1,72	8·59	2,97	14·81	1,11	5·53	11,95	59·69	
20	*1·03*	*2,05*	*10·52*	*2,04*	*10·47*	*64*	*3·29*	*11,22*	*57·61*	Bengal Dooars.
20	1·00	2,14	10·66	2,06	10·27	65	3·24	11,77	58·67	
..	..	*3,78*	*11·73*	*2,31*	*7·17*	*90*	*2·78*	*19,63*	*58·99*	Bhavnagar State.
..	..	4,18	12·23	2,29	6·69	80	2·33	19,11	55·81	
..	..	*3,65*	*10·13*	*2,83*	*7·85*	*1,26*	*3·50*	*27,38*	*76·00*	Bikaner State.
..	..	3,59	9·89	2,57	7·08	1,31	3·60	24,99	68·82	
..	..	*§2,79*	*§16·0*	*§1,72*	*§10·36*	*§1,11*	*§6·69*	*§2,65*	*§76·20*	Darjeeling Himalayan.
..	..	§2,70	§16·14	§1,65	§9·86	§1,08	§6·46	§11,93	§71·31	
..	..	*2,11*	*9·56*	*1,53*	*6·93*	*11*	*0·50*	*12,21*	*55·33*	Dibru-Sadiya.
..	..	1,89	9·37	1,49	7·38	9	0·45	12,16	60·26	
				Formed part of the B. B. and C. I. Railway.				..		Gaekwar's Baroda State (Gaekwar's Mohsana).
..	..	1,88	8·85	1,08	5·09	‡1,71	8·04	10,00	47·07	
..	..	*3,38*	*14·09*	*1,82*	*7·61*	†*4,08*	*17·03*	*16,95*	*70·73*	Gaekwar's Baroda State.
..	..	3,14	13·04	1,59	6·63	†3,99	16·57	17,07	70·95	
..	..	*2,52*	*9·84*	*1,22*	*4·78*	*41*	*1·61*	*13,06*	*50·98*	Gondal.
..	..	2,32	8·92	1,16	4·46	40	1·55	13,39	51·61	
..	..	*1,55*	*16·40*	*60*	*6·39*	*41*	*4·29*	*6,73*	*71·17*	Howrah-Amta Light.
..	..	1,53	16·91	61	6·74	34	3·69	6,44	70·88	
..	..	*1,85*	*13·31*	*1,14*	*8·19*	*44*	*3·16*	*10,03*	*72·12*	Jamnagar Dwarka.
..	..	1,65	11·75	1,10	7·88	54	3·84	8,89	63·45	
..	..	*1,91*	*14·42*	*94*	*7·12*	*39*	*2·91*	*8,53*	*64·40*	Junagad State.
..	..	2,05	12·74	94	5·86	49	3·06	9,07	56·33	
..	..	*1,99*	*11·99*	*65*	*3·90*	*4,33*	*26·02*	*10,18*	*61·22*	Morvi.
..	..	1,89	11·74	64	4·01	2,62	16·32	10,08	62·74	
..	..	*5,11*	*18·26*	*2,14*	*7·64*	*1,09*	*3·90*	*24,85*	*88·81*	Mysore.
..	..	4,29	14·95	2,17	7·54	1,18	4·13	25,33	88·20	
..	..	*55*	*17·98*	*24*	*7·84*	*12*	*3·92*	*2,35*	*76·80*	
..	..	44	14·77	22	7·40	13	4·29	2,28	76·61	
..	..	*9*	*18·19*	*4*	*7·76*	*2*	*3·85*	*35*	*69·97*	
..	..	7	14·03	4	7·16	2	3·92	34	65·73	
..	..	*94*	*10·60*	*49*	*5·56*	*24*	*2·63*	*4,23*	*47·69*	Shahdara (Delhi) Saharanpur Light.
..	..	92	9·01	49	4·84	19	1·90	4,40	43·18	
20	*0·07*	*36,05*	*12·48*	*22,78*	*7·88*	*16,47*	*5·70*	*1,92,02*	*66·45*	TOTAL CLASS II RAILWAYS.
20	0·06	36,40	11·50	23,07	7·29	16,65	5·26	1,99,20	62·95	

† Includes Rs. 3,60 on account of contribution to Depreciation Reserve Fund.
‡ Includes Rs. 1,53 on account of contribution to Depreciation Reserve Fund.
§ Includes the Darjeeling Himalayan Extension Railway.

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural works.*		*Maintenance and supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III.						
Ahmadpur-Katwa	2′ 6″	*1932-33*	*22*	*18·74*	*27*	*23·90*
		1933-34	22	20·14	31	27·71
Arrah-Sasaram Light	2′ 6″	*1932-33*	*1,19*	*33·14*	*65*	*18·24*
		1933-34	1,24	40·83	55	18·08
Bankura-Damoodar River	2′ 6″	*1932-33*	*37*	*24·46*	*41*	*27·60*
		1933-34	41	25·60	37	23·05
Baraset-Basirhat Light	2′ 6″	*1932-33*	*97*	*21·60*	*1,26*	*27·89*
		1933-34	1,05	19·39	1,57	28·33
Bengal Provincial	2′ 6″	*1932-33*	*23*	*18·40*	*43*	*34·40*
		1933-34	23	19·01	43	35·54
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	*63*	*20·32*	*72*	*23·28*
		1933-34	41	19·55	56	27·19
Burdwan-Katwa	2′ 6″	*1932-33*	*31*	*17·90*	*41*	*23·45*
		1933-34	31	19·51	40	24·73
Cutch State	2′ 6″	*1932-33*	*19*	*9·86*	*58*	*30·35*
		1933-34	24	14·34	53	31·38
Debri-Rohtas Light	2′ 6″	*1932-33*	*23*	*14·14*	*45*	*27·78*
		1933-34	22	12·90	40	23·59
Dholpur-State	2′ 6″	*1932-33*	*15*	*9·29*	*47*	*28·38*
		1933-34	16	10·11	47	29·10
Futwah-Islampur	2′ 6″	*1932-33*	*26*	*23·53*	*23*	*20·30*
		1933-34	28	24·15	22	18·61

* Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1932-33 and 1933-34. (In thousands of rupees)—contd.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Railway System.
8	9	10	11	12	13	14	15	16
								CLASS III.
24	*20·58*	*18*	*15·37*	*2*	*1·93*	*93*	*80·52*	Ahmadpur-Katwa.
24	21·38	18	15·96	3	2·92	98	88·21	
44	*12·39*	*31*	*8·74*	*8*	*2·28*	*2,67*	*74·79*	Arrah-Sasaram Light.
47	15·30	30	10·05	9	2·82	2,65	87·08	
29	*19·07*	*29*	*18·93*	*3*	*2·11*	*1,39*	*92·17*	Bankura-Damodar River.
27	16·88	29	17·66	7	4·14	1,41	87·33	
97	*21·36*	*41*	*9·74*	*14*	*3·08*	*3,78*	*83·57*	Baraset-Basirhat Light.
1,00	18·02	45	8·05	15	2·71	4,22	76·50	
24	*19·20*	*19*	*15·20*	*2*	*1·60*	*1,11*	*88·80*	Bengal Provincial.
25	20·66	19	15·70	2	1·65	1,12	92·56	
40	*13·01*	*27*	*8·76*	*4*	*1·54*	*2,06*	*66·91*	Bukhtiarpur-Bihar Light.
43	20·81	27	12·80	6	2·59	1,73	82·94	
31	*18·17*	*22*	*12·82*	*3*	*2·01*	*1,28*	*74·35*	Burdwan-Katwa
30	18 93	22	13·81	6	3·68	1,28	80·66	
17	*8·89*	*13*	*7·08*	..	*0·21*	*1,07*	*56·39*	Cutch State.
17	10·15	14	8·56	..	0·03	1,08	64·46	
16	*10·09*	*24*	*15·02*	*4*	*2·38*	*1,12*	*69·41*	Dehri-Rohtas Light.
14	8·64	24	13·97	3	1·69	1,03	60·79	
17	*9·95*	*15*	*9·17*	*2*	*1·00*	*96*	*57·79*	Dholpur-State.
16	9·70	15	9·37	1	0·43	95	58·71	
20	*17·82*	*15*	*13·21*	*2*	*1·96*	*86*	*76·82*	Futwah-Islampur.
21	17·95	15	12·43	3	2·20	89	75·34	

7.—*Details of Working Expenses* of each Railway*

Railway System.	Gauge.	Year.	*Maintenance of Structural Works.*		*Maintenance and Supply of Locomotive Power and Maintenance of Carriage and Wagon Stock.*	
			Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.
1	2	3	4	5	6	7
CLASS III—*concld.*						
Gwalior Light	2′ 0″	*1932-33*	*109*	*13·68*	*2,76*	*34·63*
		1933-34	106	13·33	2,43	31·42
Howrah-Sheakhala Light	2′ 0″	*1932-33*	*42*	*21·59*	*52*	*26·90*
		1933-34	34	18·78	51	28·60
Jagadhri Light	2′ 0″	*1932-33*	*1*	*6·56*	*5*	*30·19*
		1933-34	1	7·32	5	38·10
Jorhat (Provincial)	2′ 0″	*1932-33*	*39*	*27·60*	*60*	*43·09*
		1933-34	33	32·34	52	51·68
Kalighat-Falta	2′ 6″	*1932-33*	*39*	*21·13*	*67*	*35·62*
		1933-34	36	20·67	64	36·33
Kulaschcrapatnam Light	2′ 6″	*1932-33*	*24*	*21·78*	*48*	*44·14*
		1933-34	28	30·02	42	45·37
Mathern Light	2′ 0″	*1932-33*	*15*	*17·44*	*33*	*38·37*
		1933-34	16	16·33	32	32·65
Porbandar State	3′ 3⅜″	*1932-33*	*25*	*7·43*	*1,02*	*30·19*
		1933-34	26	8·50	70	22·50
Tezpore-Balipara	2′ 6″	*1932-33*	*17*	*11·18*	*42*	*26·44*
		1933-34	15	10·10	39	25·08
Trivellore Light	2′ 0″	*1932-33*	..	..	*2*	*70·22*
		1933 34	..	2·30	..	16·90
Udaipur-Chitorgarh	3′ 3⅜″	*1932-33*	*98*	*16·31*	*2,05*	*33·97*
		1933-34	1,01	16·34	2,10	33·95
TOTAL CLASS III RAILWAYS		*1932-33*	*8,84*	*17·91*	*14,80*	*29·99*
		1933-34	8,73	18·34	13,89	29·19

*Including Replacement and Renewal or Appropriation to Depreciation Reserve Fund as the case may be.

System for the years 1932-33 and 1933-34. (In thousands of rupees)—concld.

Expenses of Traffic Department.		*Expenses of General Departments.*		*Miscellaneous Expenses.*		*Total Working Expenses.*		Railway System.
Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings.	Rs.	Per cent. of gross earnings	
8	9	10	11	12	13	14	15	16
								CLASS III—*concld.*
74	*9·28*	*71*	*8·91*	*43*	*5·39*	*5,73*	*71·89*	Gwalior Light.
72	9·33	73	9·45	44	5·64	5,58	69·17	
41	*21·12*	*24*	*12·41*	*9*	*4·39*	*1,68*	*86·41*	Howrah-Sheakhala Light.
38	21·16	24	13·18	8	4·31	1,55	86·03	
3	*21·50*	*2*	*14·39*	..	*0·05*	*11*	*72·69*	Jagadhri Light.
3	25·84	2	14·77	1	3·75	12	89·78	
44	*31·51*	*15*	*10·55*	*4*	*2·79*	*1,62*	*115·54*	Jorhat (Provincial).
40	39·97	12	12·27	4	4·17	1,41	140·43	
37	*19·59*	*29*	*15·53*	*6*	*3·13*	*1,78*	*95·00*	Kalighat-Falta.
34	19·13	29	16·34	11	6·50	1,74	98·97	
13	*12·07*	*4*	*3·29*	..	..	*89*	*81·28*	Kulasekarapatnam Light.
13	14·06	3	3·54	..	..	86	92·99	
10	*11·63*	*23*	*26·74*	*2*	*2·33*	*83*	*96·51*	Matheran Light.
11	11·22	21	21·43	1	1·02	81	82·65	
31	*9·38*	*39*	*11·58*	*9*	*2·64*	*2,06*	*61·22*	Porbandar State.
34	10·89	41	13·30	10	3·15	1,81	58·34	
27	*17·28*	*19*	*11·85*	*5*	*3·18*	*1,10*	*69·93*	Tezpore-Balipara.
27	17·37	20	12·77	5	3·39	1,06	68·71	
1	*34·20*	..	*16·78*	..	..	*3*	*121·20*	Trivellore Light.
1	67·20	1	24·9	1	37·6	3	148·90	
47	*7·81*	*37*	*6·22*	*12*	*1·94*	*3,99*	*66·25*	Udaipur-Chitorgarh.
49	7·94	33	5·29	16	2·68	4,09	66·20	
6,87	*13·92*	*5,20*	*10·54*	*1,34*	*2·72*	*37,05*	*75·08*	TOTAL CLASS III RAILWAYS.
6,86	14·42	5,17	10·86	1,56	3·28	36,21	76·09	

STATISTICAL STATEMENTS.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1934.				Track mileage open on 31st March 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
1	Assam-Bengal—	3′ 3¾″	1-7-85	1,131·43	..	..	1,131·43	1,131·43	227·16	18·17	1,376·76
	Chaparmukh-Silghat . .	3′ 3¾″	30-3-20	50·81	..	..	50·81	50·81	3·68	..	54·49
	Katakhal Lalabazar . .	3′ 3¾″	1-4-23	23·49	..	..	23·49	23·49	1·04	..	24·53
	Mymensingh-Bhairab Bazar	3′ 3¾″	20-6-17	100·68	..	..	100·68	100·68	18·78	0·36	119·82
	Total—1 .			1,306·41	..	..	1,306·41	1,306·41	250·66	18·53	1,575·60
2	Bengal and North Western—	3′ 3¾″	2-4-84	1,269·59	..	..	1,269·59	1,269·59	273·27	30·70	1,573·56
	Mashrak-Thawe . . .	3′ 3¾″	12-1-31	39·32	..	..	39·32	39·32	3·82	1·95	45·09
	Tirhoot	3′ 3¾″	1-11-75	794·03	10·05	..	804·08	814·13	198·88	18·97	1,031·98
	Total—2 .			2,102·94	10·05	..	2,112·99	2,123·04	475·97	51·62	2,650·63
3	Bengal-Nagpur—	5′ 6″	27-11-88	2,157·68	255·15	..	2,412·83	2,667·98	637·74	154·10	3,459·82
	Central India Coal-fields	5′ 6″	17-6-29	53·84	..	..	53·84	53·84	3·18	1·75	58·77
	Mayurbhanj . . .	2′ 6″	20-1-05	70·64	..	..	70·64	70·64	3·61	0·10	74 35
	Pariakimedi Light . .	2′ 6″	1-4-00	56·30	..	..	56·30	56·30	1·83	1·33	59·46
	Purulia-Ranchi . . .	2′ 6″	15-11-07	116·54	..	..	116·54	116·54	10·91	0·05	127·50
	Raipur-Dhamtari . . .	2′ 6″	10-9-00	56·94	..	..	56·94	56·94	4·61	0·65	62·20
	Satpura	2′ 6″	18-4-03	625·92	..	..	625·92	625·92	62·51	12·14	700·57
	Tumsar-Tirodi Light . .	2′ 0″	1-4-16	18·74	..	..	18·74	18·74	1·61	..	20·35
	Total—3 .			3,156 60	255·15	..	3,411·75	3,666·90	726·00	170 12	4,563·02

for the year 1933-34.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Assam Bengal—
..	..	..	..	..	..	Branch lines under guarantee terms.	Chaparmukh-Silghat.
..	..	..	..	..	..		Katakhal-Lalabazar.
..	..	..	..	..	..	Branch line under guarantee and rebate terms.	Mymensingh-Bhairab Bazar.
	..		..		..		Total—1.
..	..	..	..	..	..	Line subsidized by the Government of India.*	Bengal and North Western.—
..	..	..	..	..	..	State lines.	Mashrak-Thawe.
..	..	..	..	..	..		Tirhoot.
	..		..		..		Total—2.
..	..						
..	..	Contai Road to Contai.	33·95	..	..	State lines.	Bengal Nagpur—
..	..	..	..	..	..	State line.	Central India Coal-fields.
..	..	..	..	..	..	Branch line under rebate terms.	Mayurbhanj.
..	..	..	..	..	..	Indian State line.	Parlakimedi Light.
..	..	..	..	..	..	State lines.	Purulia-Ranchi.
..	..	..	..	..	..		Raipur-Dhamtari.
..	..	..	..	..	..		Satpura.
..	..	..	..	..	..		Tumsar-Tirodi Light.
	..		33·95		..		Total—8.

*Receives land only from Government.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1934.				TRACK MILEAGE OPEN ON 31ST MARCH 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
4	Bombay, Baroda and Central India—	5′ 6″	10-2-60	776·27	239·59	*19·44	1,035·30	1,332·94	344·95	109·77	1,787·66
	Nagda-Ujjain	5′ 6″	15-7-96	34·79	..	..	34·79	34·79	3·35	1·86	40·00
	Gackwar's Petlad	5′ 6″	5-5-90	21·42	..	..	21·42	21·42	1·28	2·45	25·15
	Tarapur-Cambay State	5′ 6″	20-6-01	12·35	..	..	12·35	12·35	1·48	2·33	16·16
	Tapti Valley	5′ 6″	1-12-98	155·72	..	..	155·72	155·72	7·51	3·77	167·00
	Bombay, Baroda and Central India (including Palanpur-Deesa).	3′ 3¼″	14-2-73	1,895·57	2·82	..	1,898·39	1,901·21	391·32	26·90	2,319·43
	Ahmedabad-Parantij	3′ 3¼″	1-5-97	88·73	..	..	88·73	88·73	8·70	1·49	98·92
	Dhrangadra	3′ 3¼″	1-6-98	40·28	..	..	40·28	40·28	5·68	13·29	59·25
	Jaipur State	3′ 3¼″	10-12-05	181·11	..	..	181·11	181·11	11·95	..	193·06
	Bombay, Baroda and Central India.	2′ 6″	23-11-14	72·28	..	..	72·28	72·28	5·16	3·50	80·94
	Champaner-Shivrajpur-Pani	2′ 6″	2-2-11	30·68	..	..	30·68	30·68	4·18	2·78	37·64
	Godhra-Lunavada	2′ 6″	4-2-13	25·49	..	..	25·49	25·49	1·78	0·85	28·12
	Nadiad-Kapadvanj	2′ 6″	5-3-13	28·18	..	..	28·18	28·18	3·48	1·33	32·99
	Rajpipla State	2′ 6″	1-7-97	58·06	..	..	58·06	58·06	2·92	1·19	62·17
	Pipiod-Devgad Baria	2′ 6″	1-1-29	9·52	..	..	9·52	9·52	0·55	1·02	11·09
	Total—4			3,430·45	242·41	19·44	3,692·30	3,992·76	794·29	172·53	4,959·58
5	Burma	3′ 3¼″	1-5-77	1,848·76	206·85	..	2,055·61	2,262·46	460·04	125·90	2,848·40

* 0·26 miles treble and 19·18 miles quadruple.

for the year 1933-34—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India—
..	..	..	..	..	..	Indian State lines.	Nagda-Ujjain.
..	..	..	..	..	..		Gaekwar's Petlad.
..	..	..	..	..	..		Tarapur Cambay State.
..	..	..	..	..	..	Branch line under rebate terms.	Tapti Valley.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India (including Palanpur-Deesa).
..	..	..	..	..	..	Branch line under rebate terms.	Ahmedabad-Parantij.
..	..	Halvad to Malia ..	26·00	..	..	Indian State lines.	Dhrangadra.
..	..	..	..	..	..		Jaipur State.
..	..	..	..	..	..	State line.	Bombay, Baroda and Central India.
..	..	..	..	..	..	Branch lines under rebate terms.	Champaner-Shivrajpur-Pani.
..	..	..	..	..	..		Godhra-Lunavada.
..	..	..	..	..	..		Nadiad-Kapadvanj.
..	..	..	..	..	..	Indian State lines.	Rajpipla State.
..	..	..	..	..	..		Piplod-Devgad Baria.
	..		26·00		..		Total—4.
Irrawaddy Bridge at Sagaing and Approaches.	3·82	..	..	..	..	State line.	Burma.
	3·82		..		..		Total—5.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1934.				TRACK MILEAGE OPEN ON 31ST MARCH 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
6	Eastern Bengal—	5′ 6″	2-1-62	674·81	145·57	22·60 (quadruple).	842·98	1,056·39	519·10	30·33	1,605·82
	Sara-Sirajganj	5′ 6″	1-7-15	49·66	..	..	49·66	49·66	30·35	..	80·01
	Eastern Bengal	3′ 3¼″	28-8-77	1,027·74	7·29	..	1,035·03	1,042·32	306·69	9·45	1,358·46
	Cooch Behar State	3′ 3¼″	15-9-93	33·09	..	..	33·09	33·09	2·42	0·28	35·79
	Eastern Bengal	2′ 6″	18-7-81	17·14	..	..	17·14	17·14	1·28	..	18·42
	Khulna-Bagerhat	2′ 6″	10-6-18	19·75	..	..	19·75	19·75	1·95	..	21·70
	Total—6			1,822·19	152·86	22·60	1,997·65	2,218·35	861·79	40·06	3,120·20
7	East Indian—	5′ 6″	15-8-54	†3,229·53	930·50	‡61·12	4,221·15	5,311·80	1,657·69	209·30	7,178·79
	Hardwar-Dehra	5′ 6″	1-3-00	32·04	..	..	32·04	32·04	5·20	..	37·24
	South Bihar	5′ 6″	5-7-99	75·82	..	..	75·82	75·82	6·35	..	82·17
	Cawnpore-Burhwal link	3′ 3¼″	24-11-98	(*a*)65·73	..	..	(*a*) 65·73	(*a*) 65·73	13·72	1·69	81·14
	Total—7			3,403·12	930·50	61·12	4,394·74	5,485·39	1,682·96	210·99	7,379·34
8	Great Indian Peninsula (*b*)	5′ 6″	18-4-53	2,357·50	775·52	32·74	3,165·76	4,039·50	921·01	188·27	5,148·78
	Bhopal-Itarsi (Indian State Section).	5′ 6″	1-11-84	56·64	..	..	56·64	56·64	22·62	1·55	80·81
	Bhopal-Ujjain	5′ 6″	11-11-95	113·46	..	..	113·46	113·46	6·54	3·28	123·28
	Bina-Goona-Baran	5′ 6″	23-9-95	147·07	..	..	147·07	147·07	7·89	2·17	157·13
	Darwha-Pusad	2′ 6″	15-12-31	42·80	..	..	42·80	42·80	2·34	0·36	45·50
	Dhond-Baramati	2′ 6″	20-5-14	27·30	..	..	27·30	27·30	1·19	0·50	28·99
	Ellichpur-Yeotmal	2′ 6″	1-12-13	117·81	..	..	117·81	117·81	5·77	2·64	126·22
	Pachora-Jamner	2′ 6″	1-4-18	34·62	..	..	34·62	34·62	1·97	0·89	37·48
	Pulgaon-Arvi	2′ 6″	25-9-17	21·83	..	..	21·83	21·83	1·13	0·24	23·20
	Total—8			2,919·03	775·52	32·74	3,727·29	4,601·03	970·46	199·90	5,771·39

† Includes 16·79 miles of mixed (5′ 6″ and 3′ 3¼″) gauge line between Burhwal and Barabanki.
‡ 30·54 miles treble, 25 60 miles quadruple, 4·01 miles quintuple, 0·08 miles sextuple and 0·89 miles septuple.
(*a*) Excludes the mixed gauge line referred to in the note marked with † above and includes 2·18 miles of E. I. Railway metre gauge line at Benares.
(*b*) Includes Agra-Delhi Chord, Baran Kotah, Bhopal Itarsi (British section only, *viz.*, 12·26 miles) and Cawnpore-Banda Railways.

for the year 1933-34—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	Eastern Bengal—
..	..	..	..	..	..	Branch line under rebate terms.	Sara-Sirajganj.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Indian State line.	Cooch Behar State.
..	..	..	..	..	..	State line.	Eastern Bengal.
..	..	..	..	..	..	Branch line under rebate terms.	Khulna-Bagerhat.
	..		..		..		Total—6.
Hatidah Ghat Branch.	2·65	..	..	..	..	State line.	East Indian—
..	..	..	..	..	..	Branch line under guarantee terms.	Hardwar-Debra.
..	..	..	..	..	..	State line. §	South Bihar.
..	..	..	..	..	..	State line. ‖	Cawnpore-Barhwal link.
	2·65		..	..	..		Total—7.
..	..	..	..	..	..	State line.	Great Indian Peninsula (*b*)—
..	..	..	..	..	..	Indian State lines.	Bhopal-Itarsi (Indian State Section).
..	..	Biwarkhed-Akot-Akola Basin Railway.	91·00	..	..		Bhopal-Ujjain.
..	..	..	..	..	..		Bina-Goona-Baran.
..	..	..	..	..	..	State line.	Darwha Pusad.
..	..	..	..	..	..	Branch lines under rebate terms.	Dhond-Baramati.
..	..	..	..	..	..		Ellichpur-Yeotmal.
..	..	..	..	..	..		Pachora-Jamner.
..	..	..	..	..	..		Pulgaon-Arvi.
	..		91·00		..		Total—8.

§ Although a leased line, it is for convenience treated as a State line.

‖ Under running power agreement, the B. & N. W. Ry. company run and haul their trains and traffic over this line.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1934				Track mileage open on 31st March 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
9	Jodhpur—	3′ 3⅜″	24-6-82	751·36	..	..	751·36	751·36	101·06	13·26	865·68
	Jodhpur Hyderabad (British Section).	3′ 3⅜″	18-8-02	174·41	..	..	174·41	174·41	38·11	3 58	216·10
	Mirpur Khas-Khadro	3′ 3⅜″	1-1-12	49·50	..	..	49·50	49·50	3·14	1·10	53·74
	Total—9			975·27	..	..	975·27	975·27	142·31	17·94	1,135·52
10	Madras and Southern Mahratta—	5′ 6″	1-7-56	1,666·02	48·17	3·71 (Quadruple).	1,118·80	1,178·10	326·52	10·04	1,514·66
	Kolar Gold-fields	5′ 6″	1-6-94	9·88	..	..	9·88	9·88	2·68	3·10	15·66
	Tenali-Repalle	5′ 6″	18-3-16	21·41	..	..	21·41	21·41	1·28	..	22·69
	Madras and Southern Mahratta	3′ 3⅜″	24-3-84	*1,660·64	1·15	..	* 1,661·79	1,662·94	226·70	5·46	1,895·10
	Alnavar-Dandeli (Provincial)	3′ 3⅜″	1-2-19	19·12	..	..	19·12	19·12	1·96	..	21·08
	Bangalore-Harihar	3′ 3⅜″	11-8-84	210·49	..	..	210·49	210·49	29·61	..	240·10
	Bezwada-Masulipatam	3′ 3⅜″	4-2-08	51·80	..	..	51·80	51·80	8·96	0·09	60·85
	Hindupur (Yesvantpur Mysore Frontier).	3′ 3⅜″	15-12-92	51·19	..	..	51·19	51·19	4·13	..	55·32
	Kolhapur State	3′ 3⅜″	21-4-91	29·27	..	..	29·27	29·27	1·89	..	31·16
	Sangli State	3′ 3⅜″	1-4-07	4·90	..	..	4·90	4·90	0·42	..	5·32
	West of India Portuguese	3′ 3⅜″	17-1-87	51·04	..	..	51·04	51·04	22·13	1·58	74·75
	Total—10			3,176·66	49·32	3·71	3,229·69	3,290·14	626·28	20·27	3,936·69
11	Nizam's State—	5′ 6″	9-10-74	330·18	..	..	330·18	330·18	63·32	11·39	404·89
	Bezwada Extension	5′ 6″	10-2-89	21·47	..	..	21·47	21·47	1·53	..	23·00
	Kazipet-Balharshah	5′ 6″	1-2-24	145·69	..	..	145·69	145·69	4·92	2·57	153·18
	Karipalli-Kothagudam	5′ 6″	21-3-27	24·52	..	..	24·52	24·52	1·30	..	25·82
	Vikarabad-Bidar	5′ 6″	14-1-30	166·25	..	..	166·25	166·25	11·30	..	177·55
	Hingoli Branch	3′ 3⅜″	15-5-12	50·31	..	..	50·31	50·31	0·88	..	51·19
	Hyderabad-Godavari Valley	3′ 3⅜″	21-10-99	377·11	8·54	..	385·65	394·19	62·34	2·29	458·82
	Parbhani-Purli	3′ 3⅜″	16-10-29	39·44	..	..	39·44	39·44	2 08	..	41·52
	Secunderabad-British Frontier	3′ 3⅜″	1-2-16	138·80	9·28	..	148·08	157·36	16·00	0·05	173·41
	Dhone Kurnool	3′ 3⅜″	1-1-09	36·28	..	..	36·28	36·28	3·41	..	39·69
	Total—11			1,330·05	17·82	..	1,347·87	1,365·69	167·08	16·30	1,549·07

*Includes 2·53 miles of mixed gauge between Tadepalli and North Abutment of Kistna Bridge and 0·54 mile of Drunachellam station yard.

for the year 1933-34—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	Phalodi to Pokaran.	33·00	..	..	Indian State line.	Jodhpur—
		Bilara to Jaitaran .	16·00	..	..		
..	..	..	..	..	..	State line.	Jodhpur Hyderabad (British Section).
..	..	..	..	..	..	Line subsidized by the Government of India (a).	Mirpur Khas-Khadro.
	..		49·00		..		Total—9.
..	..	..	..	..	..	State line.	Madras and Southern Mahratta—
..	..	..	..	..	..	Indian State line.	Kolar Gold-fields.
..	..	..	..	..	..	District Board line.	Tenali-Repalle.
..	..	..	..	..	..	State lines.	Madras and Southern Mahratta.
..	..	..	..	..	..		Alnavar-Dandeli (Provincial).
..	..	..	..	..	..		Bangalore-Harihar (b).
..	..	..	..	..	..	District Board line.	Bezwada-Masulipatam.
..	..	..	..	..	..	State line.	Hindupur (b) (Yesvantpur Mysore Frontier).
..	..	..	..	..	..	Indian State lines.	Kolhapur State.
..	..	..	..	..	..		Sangli State.
..	..	..	..	..	..	Foreign line.	West of India Portuguese.
	..		..		..		Total—10.
..	..	..	..	..	..	Indian State line.	Nizam's State—
..	..	..	..	..	..	State line.	Bezwada Extension.
..	..	..	..	..	..	Indian State lines.	Kazipet-Balharshah.
..	..	Bhadrachelam Road to Ramavaram.	1·99	..	..		Karipalli-Kothagudam.
..	..	..	..	..	..		Vikarabad-Bidar.
..	..	..	..	..	..		Hingoli Branch.
..	..	..	..	..	..		Hyderabad-Godavari Valley.
..	..	..	..	..	..		Parbhani-Purli.
..	..	..	..	..	..		Secunderabad-British Frontier.
..	..	..	..	..	..	State line.	Dhone Kurnool.
	..		1·99		..		Total—11.

(a) Receives land only from Government.
(b) These lines are the property of Mysore Durbar but as between the Secretary of State and the M. and S. M. Rly. they are treated as State lines.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	ROUTE MILEAGE OPEN ON 31ST MARCH 1934				TRACK MILEAGE OPEN ON 31ST MARCH 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
12	North Western—	5′ 6″	13-5-61	4,668·70	882·69	..	5,551·39	6,434·08	1,724·28	212·10	8,370·46 (*a*)
	Shahdara Narowal	5′ 6″	21-12-26	48·33	..	..	48·33	48·33	1·49	..	49·82
	Amritsar-Patti-Kasur	5′ 6″	21-9-06	54·81	..	..	54·81	54·81	7·44	..	62·25
	Bahawalnagar-Cholistan	5′ 6″	4-4-28	151·69	..	..	151·69	151 69	6·72	..	158·41
	Jind-Panipat (Indian State Section).	5′ 6″	1-11-16	25·94	..	..	25·94	25·94	0·86	0·86	27·66
	Jullundur-Mukerian	5′ 6″	1-1-15	45·08	..	..	45·08	45·08	3·74	..	48·82
	Phagwara-Rahon (including Jaijon Extension).	5′ 6″	1-4-15	46·03	..	..	46·03	46·03	5·57	..	51·60
	Jammu-Kashmir (Indian State Section).	5′ 6″	15-3-90	15·86	..	..	15·86	15·86	3·08	..	18·94
	Khanpur-Chachran	5′ 6″	2-7-11	21·98	..	..	21·98	21·98	2·83	..	24·81
	Ludhiana-Dhuri-Jakhal	5′ 6″	10-4-01	78·58	..	..	78·58	78·58	6·19	..	84·77
	Mandra-Bhaun	5′ 6″	1-5-15	46·68	..	..	46·68	46·68	2·21	1·46	50·35
	Rajpura-Bhatinda	5′ 6″	1-11-84	107·78	..	..	107·78	107·78	20·86	0·08	128·72
	Sialkot-Narowal	5′ 6″	10-11-15	38·60	..	..	38·60	38·60	5·89	..	44·49
	Sirhind-Rupar	5′ 6″	26-2-28	30·96	..	..	30·96	30·96	3·67	0·93	35·56
	Jacobabad-Kashmor	2′ 6″	1-12-14	76·46	..	..	76·46	76·46	3·98	..	80·44
	Kalka-Simla	2′ 6″	9-11-03	59·93	..	..	59·93	59·93	8·39	1·83	70·15
	Kangra Valley	2′ 6″	1-12 28	102·99	..	..	102·99	102·99	9·21	1·15	113·35
	Zhob Valley	2′ 6″	1-1-21	173·84	..	..	173·84	173·84	12·43	(*b*)18·87	205·14
	Kohat-Thal	2′ 6″	1-4-03	61·86	..	..	61·86	61·86	6·12	4·22	72·20
	Larkana-Jacobabad	2′ 6″	16-2-22	53·22	..	..	53·22	53·22	3·25	..	56·47
	Trans-Indus (Kalabagh-Bannu)	2′ 6″	15-6-13	157·48	..	..	157·48	157·48	15·45	11·89	184 82
	Total—12			6,066 80	882·69	..	6,949·49	7,832 18	1,853 66	253 39	9,939 23

(*a*) Nok Kundi—Zahidan (137·27 miles, single line and 11·01 miles sidings) and Landi Kotal—Landi Khana (5·00 miles, single line) sections closed to traffic, not included.

(*b*) Incorrectly shown under Broad Gauge in previous years.

for the year 1933-34—contd.

RAILWAYS—*contd.*

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	State line.	North Western—
				..	..		
..	..	..	..	..	..	Branch line under guarantee terms with the Punjab Govt.	Shahdara-Narowal.
..	..	..	..	..	..	Branch line under rebate terms.	Amritsar-Patti-Kasur.
..	..	..	..	..	..	Indian State lines.	Bahawalnagar-Cholistan.
..	..	..	..	..	..		Jind-Panipat (Indian State Section).
..	..	..	..	..	..	Branch lines under rebate terms.	Jullundur-Mukerian.
..	..	..	..	..	..		Phagwara-Rahon (including Jaijon Extension).
..	..	..	..	..	..	Indian State lines.	Jammu-Kashmir (Indian State Section).
..	..	..	..	..	..		Khanpur-Chachran.
..	..	..	..	..	..		Ludhiana-Dhuri-Jakhal.
..	..	..	..	..	..	Branch line under rebate terms.	Mandra-Bhaun.
..	..	..	..	..	..	Indian State line.	Rajpura-Bhatinda.
..	..	..	..	..	..	Branch line under rebate terms.	Sialkot-Narowal.
..	..	..	..	..	..	Indian State line.	Sirhind-Rupar.
..	..	..	..	..	..	Branch line under rebate terms.	Jacobabad-Kashmor.
..	..	..	..	..	..	State line.	Kalka-Simla.
..	..	..	..	..	..	Under guarantee terms with the Punjab Government.	Kangra Valley.
..	..	..	..	..	..	State lines.	Zhob Valley.
..	..	..	..	..	..		Kohat-Thal.
..	..	..	..	..	..	Branch line under rebate terms.	Larkana-Jacobabad.
..	..	..	..	..	..	State line.	Trans-Indus (Kalabagh-Bannu).
	..		..		..		Total—12.

8.—*Mileage Statement*

CLASS I

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open on 31st March 1934.				Track mileage open on 31st March 1934.			
				Single line.	Double line.	Treble lines, etc., as the case may be.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11	12
13	Rohilkund and Kumaon—	3′ 3⅜″	12-10-84	258·72	..	..	258·72	258·72	33·66	3·73	296·11
	Lucknow-Bareilly	3′ 3⅜″	12-10-84	310·90	1·16	..	312·06	313·22	62·12	12·09	387·43
	Total—13			569·62	1·16	..	570·78	571·94	95·78	15·82	683·54
14	South Indian—	5′ 6″	23-5-60	599·03	..	..	599·03	599·03	134·89	2·39	736·31
	South Indian	3′ 3⅜″	15-7-61	1,480·77	4·84	15·55	1,501·16	1,537·10	318·22	16·28	1,871·60
	Nilgiri	3′ 3⅜″	15-6-99	28·96	..	..	28·96	28·96	4·65	..	33·61
	Peralam-Karaikkal	3 3⅜″	14-3-98	14·65	..	..	14·65	14·65	2·12	..	16·77
	Podanur-Pollachi	3′ 3⅜″	15-10-15	25·04	..	..	25·04	25·04	4·42	..	29·46
	Pondicherry	3′ 3⅜″	15-12-79	7·85	..	..	7·85	7·85	2·14	0·18	10·17
	Shoranur-Cochin	3′ 3⅜″	2-6-02	64·73	..	..	64·73	64·73	11·53	2·04	78·30
	Tinnevelly-Tiruchendur	3′ 3⅜″	24-2-23	38·18	..	..	38·18	38·18	4·09	..	42·27
	Travancore (British Section)	3′ 3⅜″	1-6-02	50·33	..	..	50·33	147·97	26·16	0·58	174·71
	Travancore (Indian State Section),	3′ 3⅜″	1-6-04	97·64	..	..	97·64				
	Morappur-Hosur	2′ 6″	18-1-06	73·31	..	..	73·31	73·31	4·37	..	77·68
	Tirupattur-Krishnagiri	2′ 6″	18-9-05	25·38	..	..	25·38	25·38	2·51	..	27·89
	Total—14			2,505·87	4·84	15·55	2,526·26	2,562·20	515·10	21·47	3,098·77
	Total Class I			31,613·77	3,529·17	155·16	38,298·10	42,253·76	9,622·38	1,334·84	53,210·98

for the year 1933-34—contd.

RAILWAYS—*concld.*

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED BUT NOT OPEN FOR TRAFFIC ON 31ST MARCH 1934.				Classification.	Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.			
Section.	Miles.	Section.	Miles.	Section.	Miles.		
13	14	15	16	17	18	19	20
..	..	..	..	..	..	Line subsidized by the Government of India.	Rohilkund and Kumaon—
..	..	..	..	..	..	State line.	Lucknow-Bareilly.
	..		..		..		Total—13.
..	..	..	..	..	..	State line.	South Indian—
..	..	..	..	..	..	State line.	South Indian.
..	..	..	..	..	..	State line.	Nilgiri.
..	..	..	..	..	..	Foreign line.	Peralam-Karaikkal.
..	..	..	..	..	..	District Board line.	Podanur-Pollachi.
..	..	..	..	..	..	Foreign line.	Pondicherry.
..	..	..	..	..	..	Indian State line.	Shoranur Cochin.
..	..	..	..	..	..	District Board line.	Tinnevelly-Tiruchendur.
..	..	..	..	..	..	State line.	Travancore (British Section).
..	..	..	..	..	..	State line.*	Travancore (Indian State Section).
..	..	..	..	..	..	State lines.	Morappur-Hosur.
..	..	..	..	..	..		Tirupattur-Krishnagiri.
	..		..		..		Total—14.
	6·47		201·94		..		Total Class I.

* Although the property of the Travancore Durbar, it is treated as State line.

8.—*Mileage Statement*

CLASS II

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1934.	TRACK MILEAGE OPEN ON 31ST MARCH 1924.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS II RAILWAYS.							
1	Barsi Light	2′ 6″	1-3-97	202·57	202·57	22·39	224·96	Line subsidized by the Government of India.*
2	Bengal Dooars	3′ 3⅜″	15-1-93	39·50	39·50	7·68	47·18	Line subsidized by District Board.
	Bengal Dooars Extensions	3′ 3⅜″	20-4-09	121·16	121·16	17·67	138·83	Line subsidized by the Government of India.*
	Total—2			160·66	160·66	25·35	186·01	
3	Bhavnagar State	3′ 3⅜″	20-12-80	307·01	307·01	50·47	357·48	Indian State Lines.
4	Bikaner State	3′ 3⅜″	9-12-91	795·85	795·85	80·37	876·22	Indian State Lines.
5	Darjeeling Himalayan	2′ 0″	23-8-80	51·07	51·07	10·70	61·77	Line subsidized by Local Government.
	Darjeeling Himalayan Extensions	2′ 0″	18-3-11	95·44	95·44	4·69	100·13	Branch line under rebate terms.
	Total—5			146·51	146·51	15·39	161·90	
6	Dibru-Sadiya	3′ 3⅜″	15-8-82	86·02	86·02	28·48	114·50	Line subsidized by Local Government.
	Ledo and Tikak Margherita	3′ 3⅜″	17-2-34	5·50	5·50	24·51	30·01	Unassisted Company's line.
	Total—6			91·52	91·52	52·99	144·51	
7	Gaekwar's Baroda State	5′ 3⅜″	21-3-87	255·12	255·12	33·49	288 61	Indian State lines.
	Gaekwar's Baroda State	2′ 6″	8-4-73	333·06	333·06	54·89	387·95	Indian State lines.
	Bodeli Chhota Udaipur	2′ 6″	1-12-17	22·67	22·67	2·02	24·69	Indian State lines.
	Total—7			610·85	610 85	90·40	701·25	
8	Gondal	3′ 3⅜″	19-1-81	106·24	106·24	17·27	123·51	Indian State lines.
	Jetalsar Rajkot	3′ 3⅜″	12-4-93	46·21	46·21	9·34	55·55	Indian State lines.
	Khijadiya-Dhari	3′ 3⅜″	1-3-13	37·22	37·22	4·50	41·72	Indian State lines.
	Total—8			189·67	189·67	31·11	220·78	
9	Howrah-Amta Light	2′ 0″	1-7-97	43·87	43·87	6·36	50·23	Line subsidized by District Board.
10	Jamnagar-Dwarka	3′ 3⅜″	1-4-22	65·92	65·92	3·99	69·91	Branch line under guarantee and rebate terms.
	Jamnagar	3′ 3⅜″	8-4-97	†54·22	†54·22	12·25	66·47	Indian State lines.
	Okhamandal	3′ 3⅜″	15-11-22	37·21	37·21	5·04	42·25	Indian State lines.
	Total—10			157·35	157·35	21·28	178·63	
11	Junagad State	3′ 3⅜″	1-9-88	167·82§	167·82§	19·92	187·74	Indian State lines.
12	Morvi	3′ 3⅜″	4-3-05	102·33	102·33	14·85	117·18	Indian State lines.
13	Mysore	3′ 3⅜″	1-2-81	312·33	312·33	41·80	354·13	Indian State lines.
	Bangalore-Chik Ballapur Light	2′ 6″	6-4-15	38·63	38·63	4·95	107·15	Line guaranteed Indian State.
	Kolar District	2′ 6″	15-12-13	63·57	63·57			Indian State line.
	Tarikere Narasimharajapura	2′ 0″	22-5-15	26·60	26·60	2·62	29·22	Indian State line.
	Total—13			441·13	441·13	49·37	490·50	
14	Shahdara (Delhi)-Saharanpur Light	2′ 6″	7-5-07	92·50	92·50	8·62	101·12	Line subsidized by the Government of India.*
	Total Class II			3,509·64	3,509·64	488·87	3,998·51	

* Receives land only from Government.
† Includes 3·93 miles, Jamnagar to Bedi-Bunder, worked for good traffic only.
§ Includes 0·73 mile of Dungarpur quarry line and 0·53 mile of Vetaval Dock Estate worked for goods traffic only.

for the year 1933-34—contd.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
Section	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS II RAILWAYS.
..	..	..	..	..	..	Barsi Light.
..	5·51	..	(a) 1·65	..	..	Bengal Dooars.
..	..	..	..	..	..	Bengal Dooars Extensions.
	5·51		(a) 1·65		..	Total—2.
..	..	..	..	..	..	Bhavnagar State.
..	..	..	..	..	..	Bikaner State.
..	..	..	..	..	..	Darjeeling Himalayan.
..	..	..	..	..	..	Darjeeling Himalayan Extensions.
	..		..		..	Total—3.
..	..		..	..	..	Dibru-Sadiya.
..	..		..	..	..	Ledo and Tikak Margherita.
	..		..		..	Total—3.
..	..	Khalipur to Khakhal .	17·22	..	..	Gaekwar's Baroda State.
		Wa rod to Kharada .	12·44			
		Vijapu to Ransipur .	14·01			
..	..	..	43·67	..	..	
..	..	Mahuwa to Anawal .	17·91	..	..	Gaekwar's Baroda State.
..	..	Umerpada to Bardipada	9·98			
..	..	Navsari to Kamrej .	26·25			
..	..	..	..	..	..	Bodeli Chhota Udaipur.
	..	..	54·14		..	Total—4.
..	..	..	..	..	..	Gondal.
..	..	..	..	..	..	Jetalsar Rajkot.
..	..	..	..	..	..	Khijadiya-Dhari.
	..		..		..	Total—3.
..	..	..	..	..	..	Howrah-Amta Light.
..	..	Khambalia to Sujaya .	8·96	..	..	Jamnagar-Dwarka.
..	..	..	..	..	..	Jamnagar.
..	..	..	..	..	..	Okhamandal.
	..		8·96		..	Total—10.
..	..	Visavadar to Talala .	26·51	Prachi Road to Una ..	27·93	Junagad State.
	..		26·51		27·93	Total—11.
..	..	..	..	..	..	Morvi.
..	..	Kollegal to Chamarajanagar.	22·14	Arasalu to Anandapuram	9·33	Mysore.
..	..	..	..	..	..	Bangalore-Chik Ballapur Light.
..	..	..	..	..	..	Kolar District.
..	..	..	..	..	..	Tarikere Narasimharajapura.
	..		22·14		9·33	Total—13.
..	..	Barout to Meerut .	30·00		..	Shahdara (Delhi)-Saharanpur Light.
	5 51		187·07		37·26	Total Class II.

(a) Completed but not in use.

8.—*Mileage Statement*
CLASS III

Serial No.	Name of Railway.	Gauge.	Date of first opening for traffic.	Route mileage open (Single line) on 31st March 1934.	TRACK MILEAGE OPEN ON 31ST MARCH 1934.			Classification.
					Running track.	Sidings.	Total.	
1	2	3	4	5	6	7	8	9
	CLASS III RAILWAYS.							
1	Ahmadpur-Katwa	2′ 6″	30-5-17	32·26	32·69	2·87	35·56	Branch line under guarantee terms.
2	Arrah-Sasaram	2′ 6″	6-3-11	65·16	65·16	5·15	70·31	Line subsidized by District Board.
3	Bankura-Damoodar River	2′ 6″	15-12-16	59·95	60·33	7·40	67·73	Branch line under guarantee terms.
4	Baraset-Basirhat Light	2′ 6″	1-2-05	52·24	52·24	4·76	57·00	Line subsidized by District Board.
5	Bengal Provincial	2′ 6″	7-11-94	33·27	33·27	2·31	35·58	Unassisted Company's line.
	Dasghara-Jamalpurgunj	2′ 6″	1-9-17	8·31	8·31	0·77	9·08	Branch line under guarantee terms.
	Total—5			41·58	41·58	3·08	44·66	
6	Bukhtiarpur-Bihar Light	2′ 6″	1-7-03	33·00	33·00	2·97	35·97	Line subsidized by District Board.
7	Burdwan-Katwa	2′ 6″	1-12-15	32·47	32·90	4·08	36·98	Branch line under guarantee terms.
8	Cutch State	2′ 6″	1-5-05	72·00	72·00	4·38	76·38	Indian State line.
9	Dehri-Rohtas Light	2′ 6″	6-2-11	25·51	25·51	7·21	32·72	Line subsidized by the Government of India.
10	Dholpur State	2′ 6″	24-2-08	55·44	55·44	5·83	61·27	Indian State line.
11	Futwah-Islampur	2′ 6″	24-1-22	27·00	27·00	1·65	28·65	Branch line under guarantee terms.
12	Gwalior Light	2′ 0″	2-12-99	294·92	294·92	*30·28	325·20	Indian State line.
13	Howrah-Sheakhala Light	2′ 0″	2-8-97	19·75	19·75	1·41	21·16	Line subsidized by District Board.
14	Jagadhri Light	2 0″	11-8-13	3·31	3·31	0·55	3·86	Unassisted Companies' lines.
15	Jessore-Jhenidah	2′ 6″	1-10-13	36·75	36·75	1·76	38·51	
16	Jorhat (Provincial)	2′ 0″	13-9-83	32·50	32·50	2·04	34·54	State line.
17	Kalighat-Fulta	2′ 6″	28-5-17	26·25	26·42	5·96	32·38	Branch line under guarantee terms.
18	Kulaserkarapatnam Light	2′ 6″	18-7-15	26·75	26·75	..	26·75	Unassisted Company's line.
19	Matheran Light	2′ 0″	22-3-07	12·61	12·61	1·02	13·63	Line subsidized by the Government of India.
20	Porbandar State	3′ 3⅜″	1-10-89	†41·29	†41·29	8·32	49·61	Indian State line.
21	Tezpore-Balipara Light	2′ 6″	9-8-94	20·10	20·10	1·11	21·21	Line subsidized by District Board.
22	Trivellore Light	2′ 0″	17-9-21	2·37	2·37	0·14	2·51	Unassisted Company's line.
23	Udaipur-Chitorgarh	3′ 3⅜″	1-8-95	132·39	132·39	18·31	150 70	Indian State line.
	TOTAL CLASS III			1,145·60	1,147·01	120·28	1,267·29	

* Includes 1·06 miles of Gwalior Palace siding (5′-6″ gauge) which is being maintained by the Gwalior Light Railway.
† Includes 1·55 miles of Porbandar Dock Estate line and 3·70 miles of Ranwao quarry line worked for goods traffic.

for the year 1933-34—concld.

RAILWAYS.

ROUTE MILEAGE OPENED DURING THE YEAR 1933-34.		ROUTE MILEAGE AUTHORISED, BUT NOT OPEN FOR TRAFFIC, ON 31ST MARCH 1934.				Name of Railway.
		SANCTIONED BUT NOT COMMENCED.		UNDER CONSTRUCTION.		
Section.	Miles.	Section.	Miles.	Section.	Miles.	
10	11	12	13	14	15	16
						CLASS III RAILWAYS.
..	..	..	..	..	..	Ahmadpur-Katwa.
..	..	..	..	..	..	Arrah-Sasaram.
..	..	..	..	..	..	Bankura-Damoodar River.
..	..	..	..	..	..	Baraset-Basirhat Light.
..	..	..	..	..	..	Bengal Provincial.
..	..	..	..	..	..	Daighara-Jamalpurganj.
	..		..	..	..	Total—6.
..	..	..	..	..	..	Bukhtiarpur-Bihar Light.
..	..	..	..	..	..	Burdwan-Katwa.
..	..	..	..	..	..	Cutch State.
..	..	..	..	..	..	Dehri-Rohtas Light.
..	..	..	..	Dholpur to Rajakhera‡	22·34	Dholpur State.
..	..	..	..	..	..	Futwah-Islampur.
..	..	..	..	..	..	Gwalior Light.
..	..	..	0·29	..	..	Howrah-Sheakhala Light.
..	..	..	..	..	..	Jagadhri Light.
..	..	..	..	..	..	Jessore-Jhenidah.
..	..	..	..	..	..	Jorhat (Provincial).
..	..	..	..	..	..	Kalighat-Falta.
..	..	..	..	..	..	Kulaserkarapatnam Light.
..	..	..	..	..	..	Matheran Light.
..	..	..	..	..	..	Porbandar State.
..	..	..	..	..	..	Tezpore-Balipara Light.
..	..	..	..	..	..	Trivellore Light.
..	..	..	..	Khamblighat Phulad Jn.	13·11	Udaipur-Chitorgarh.
	..		0·29		35 45	TOTAL CLASS III

‡ Construction suspended.

9.—*Description of Class I Railways worked during the year 1933-34.*

Railway.	(a) Mean Mileage worked.	Number of Stations. (b)	Total length of gradients (in miles).						Steepest gradient worked.		Maximum Degree of curvature and radius.		Ratio of curve to total length of line expressed as a percentage.	Average amount of curvature per mile (Degrees).
			1/50 and less.	1/51 to 1/80.	1/81 to 1/100.	1/101 to 1/200.	1/201 to 1/300.	Total.	Length (in miles).	Inclination.	Degree.	Radius in feet.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5' 6" Gauge.														
Bengal-Nagpur	2,523·6	408	*Nil*	8·11	215·0	894·2	200·7	1,318·0	2·30	1 in 60	5·75	1,000	16·0	14·3
Bombay, Baroda & Central India.	1,259·6	255	*Nil*	1·35	0·48	261·4	97·3	360·5	0·88	1 in 80	5·75	996	14·6	19·9
Eastern Bengal	892·6	233	*Nil*	*Nil*	0·65	3·42	10·3	14·4	0·65	1 in 100	6·00	955	13·1	10·5
East Indian	4,448·4	750	0·15	23·0	66·1	304·6	135·4	529·3	0·15	1 in 50	8·00	712	15·0	9·79
Great Indian Peninsula.	3,553·4	510	20·8	24·3	91·5	1,047·1	414·3	1,598·0	0·16	1 in 31	9·55	600	20·4	15·6
Madras and Southern Mahratta.	1,156·9	244	*Nil*	14·1	36·0	185·7	109·0	344·8	0·80	1 in 60	7·00	818	22·6	11·9
Nizam's State	688·1	102	*Nil*	*Nil*	153·7	220·8	30·7	405·2	2·52	1 in 100	4·40 (c)	1,300 (c)	18·9	20·2
North Western	6,263·7	948	102·4	115·3	249·6	265·3	259·3	991·9	2·75	1 in 25	12·6	455	12·2	13·7
South Indian	733·0	136	*Nil*	19·1	57·0	129·4	52·0	257·5	1·16	1 in 62	7·16	800	35·7	22·3
Total	21,519·3	3,586	123·4	205·3	870·0	3,311·9	1,309·0	5,819·6						
3' 3¾" Gauge.														
Assam Bengal	1,329·7	297	10·3	47·8	31·2	182·3	39·8	311·4	10·1	1 in 37 (d)	15·0	382	14·9	35·2
Bengal and North Western.	2,189·9	365	0·11	1·52	3·73	8·41	8·86	22·6	0·11	1 in 50	8·73	656	13·0	7·25
Bombay, Baroda & Central India.	2,208·5	342	3·40	0·48	19·4	393·9	235·2	652·3	3·40	1 in 40	8·00 (e)	716 (e)	9·55	10·3
Burma	2,057·0	456	105·9	47·9	109·6	240·1	186·4	689·9	3·50	1 in 25	17·0	337	15·4	37·3
Eastern Bengal	1,068·1	212	0·34	0 63	3·97	40·7	47·5	93·1	0·34	1 in 50	11·4	500	11·1	10·9
East Indian	65·7	1	*Nil*	*Nil*	*Nil*	0·65	2·80	3·45	0·65	1 in 200	7·66	748	14·7	11·6
Jodhpur	275·0	147	0·51	*Nil*	1·55	227·0	68·5	297·6	0·51	1 in 50	8·00	716	8·68	11·2
Madras and Southern Mahratta.	2,079·6	320	17·5	54·3	623·3	308·7	111·0	1,204·8	2·01	1 in 40	12·0	478	20·8	31·4
Nizam's State	659·8	110	*Nil*	*Nil*	6·68	350·6	174·8	532·1	0·78	1 in 100	5·00	1,146	10·7	8·83
Rohilkund and Kumaon.	562·0	104	*Nil*	4·85	8·44	13·8	23·6	50·7	3·31 (h)	1 in 70	12·0 (f)	479	8·70	8·22 (g)
South Indian	1,830·4	449	24·0	45·4	102·9	375·1	140·2	687·6	1·51	1 in 13	11·5	500	18·2	17·7
Total	15,025·7	2,803	162·1	202·9	909·8	2,231·2	1,038·6	4,545·6						
2'6" and 2'0" Gauges.														
Bengal Nagpur	926·3	143	0·51	44·2	153·5	205·0	54·9	458·1	0·51	1 in 50	14·0	409	18·9	38·3
Bombay, Baroda & Central India.	224·2	66	2·28	1·73	29·7	34·6	11·6	79·9	0·35	1 in 50	28·7	200	17·6	43·3
Eastern Bengal	36·9	14	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	15·0	382	25·0	42·3
Great Indian Peninsula.	244·4	45	*Nil*	1·81	60·8	63·4	14·5	140·5	0·80	1 in 80	12·0	478	22·6	41·3
North Western	685·8	89	111·2	46·6	88·2	93·2	42·7 (i)	381·9	0·80	1 in 20	52·1	110	21·6	125·2
South Indian	98·7	15	*Nil*	32·8	11·9	19·4	2·50	66·6	2·39	1 in 67	6·00	955	30·2	62·2
Total	2,216·3	372	114·0	127·1	344·1	415·6	126 2	1 127·0						
Grand Total	38,761·3	(k)6,761	399·5	535·3	2,124·9	5,958·7	2,473·8	11,492·2						

		Mean mileage worked.	Number of Stations.
(a)	Class II Railways	3,536·2	671
	Class III Railways	1,103·9	305

(b) Excludes block huts, branch booking offices and out agencies.
(c) The figures are for the main line. The maximum curvature onthe mineral Branch is 5·73° and radius = 1,000 ft.
(d) 1 in 37 on a straight compensated to 1 in 43 on curves.
(e) Excepting Mhow Ghat section on which the maximum curvature is 9·56° and radius = 610 ft.
(f) The sharpest curve on the Travancore Ghat is 477 ft. and on the Nilgiri Mountain Ry. is 318 ft. (specially sanctioned).
(g) The figure is for plain section, the figure for ghat section being 322·4°.
(h) The steepest gradient worked on other than the Nilgiri Mountain Rly. is 1 in 53 and the length 0·31 mile.
(i) The corresponding figure in the last year's report should be read as 42·7.
(k) The corresponding figure in the last year's report should be read as 6,801 instead of 6,051 as printed.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1934.

A.—Locomotives and Rail Motors, etc.—*By gauges.*

Railway.	Locomotives.						Rail motors.			Steam coaches.			Electric motor coaches.			
	Steam.			Electric.	Total tractive effort lbs.			Seats.			Seats.			Seats.		Average weight in tons.
	Tender.	Tank.	Total.		Steam.	Electric.	No.	Upper.	Lower.	No.	Upper.	Lower.	No. (in units.)	Upper.	Lower	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
5′ 6″ Gauge.																
Bengal-Nagpur	648	74	722	..	21,202,218	..	..	..	..	2	48	160	..	..	..	..
Bombay, Baroda and Central India.	331	35	366	2	9,465,812	10,000	..	..	..	..	..	..	40	..	4,800	70
Eastern Bengal	229	74	303	..	7,487,518	..	..	..	..	1	..	..	..	..	..	..
East Indian	1,233	376	1,609	..	37,186,057	..	..	..	..	3	12	330	..	..	..	..
Great Indian Peninsula	723	113	836	65	21,823,523	2,048,000	..	..	..	1	6	44	53	..	4,388	67
Madras and Southern Mahratta.	250	60	310	..	7,643,246	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	86	4	90	..	2,131,845	..	..	..	..	..	..	..	..	..	..	..
North Western	1,185	†96	†1,281	2	(a)32,881,987	38,352	1	7	..	7	70	525	..	..	..	..
South Indian	148	6	154	..	3,336,472	..	..	..	..	..	..	..	..	..	..	..
Total	4,833	838	5,671	69	143,258,678	2,116,352	1	7	..	14	96	1,059	93	..	9,188	69
3′ 3⅜″ Gauge.																
Assam-Bengal	188	16	204	..	2,873,972	..	..	..	..	..	..	..	..	..	..	..
Bengal and North Western.	376	14	390 (d)	..	4,941,857	..	..	..	..	..	..	..	..	..	.	..
Bombay, Baroda and Central India.	399	66	*465	..	(e) 6,960,889	..	..	..	..	3	36	307	..	..	..	..
Burma	312	89	401	..	7,014,108	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	214	6	220	..	3,448,975	..	..	..	..	2	..	56	..	..	..	..
Jodhpur	103	4	107	..	1,385,676	..	..	..	..	..	..	..	..	..	..	..
Madras and Southern Mahratta.	359	6	365	..	5,968,197	..	..	..	..	..	..	..	..	..	..	..
Nizam's State	70	12	82	..	1,263,333	..	..	..	..	2	..	224	..	..	..	..
Rohilkund and Kumaon	74	3	77	..	1,024,939	..	..	..	..	..	..	..	..	..	..	..
South Indian	338	66	404	(b)6	5,587,730	(c) 41,600	3	..	220	..	..	..	24	481	550	38
Total	2,433	282	(f) 2,715	(b)6	(g) 40,468,767	(c) 41,600	3	..	220	7	36	587	24	481	550	38
2′ 6″ Gauge.																
Bengal-Nagpur	101	14	115	..	1,552,227	..	..	..	..	3	18	93	..	..	..	..
Bombay, Baroda and Central India.	7	19	26	..	225,640	..	..	..	..	..	..	..	..	..	..	..
Eastern Bengal	..	11	11	..	40,859	..	..	..	..	..	..	..	..	..	..	..
Great Indian Peninsula	14	8	22	..	315,860	..	..	..	..	..	..	..	..	..	..	..
North Western	71	30	101	..	1,430,752	..	..	7	78	..	3	33	45	..	..	..
South Indian	6	5	11	..	138,009	..	..	..	..	..	..	..	..	..	..	..
Total	199	87	286	..	3,703,347	..	..	7	78	..	6	51	141	..	..	..

* Includes 2 Engines lent to the G.B.S. Rly.
(a) Includes 2,460 lbs. tractive effort of 1 Petrol Locomotive.
(b) Includes 2 Battery Tenders.
(c) For 4 Electric Locomotives only.
(d) The figure in this column for the last year should be 460.
† Includes one Petrol Locomotive.
(e) The figure in this column for the last year should be 6,732,408.
(f) The figure in this column for the last year should be 2,738 *vide* note (d) above.
(g) The figure in this column for the last year should be 40,267,108 *vide* note (e) above.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1934*—contd.

B.—COACHING STOCK.—*Broad and metre gauges.*

Railway.	PASSENGER CARRIAGES OF UNIFORM CLASS.									
	Bogies.					*Four-wheelers.*				
	No.	Seats by classes.				No.	Seats by classes.			
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ GAUGE.										
Bengal-Nagpur	488	189	340	4,576	41,296	21	108	..	72	210
Bombay, Baroda and Central India	(a) 459	(b) 1,506	(c) 5,284	..	(d) 43,412	34	..	96	..	1,708
Eastern Bengal	275	446	93	798	31,248	32	113	72	280	888
East Indian	1,210	961	1,968	10,494	113,080	331	276	471	50	17,499
Great Indian Peninsula	*732	1,579	1,655	229	†69,509	31	..	74	..	1,388
Madras and Southern Mahratta	208	80	300	..	22,940	174	..	205	36	7,880
Nizam's State	47	..	..	..	6,098	24	12	188	..	880
North Western	1,070	280	347	3,790	114,268	150	14	468	691	5,229
South Indian	145	..	104	..	14,522	..	..	..	..	..
Total	4,634	5,041	10,091	19,887	456,373	797	523	1,574	1,129	35,592
3′ 3⅜″ GAUGE.										
Assam-Bengal	234	..	..	..	16,551	..	..	..	..	..
Bengal and North Western	431	11	..	725	38,360	(g) 605	186	336	1,352	22,048
Bombay, Baroda and Central India	701	120	60	..	53,963	225	378	609	..	3,347
Burma	485	44	..	..	34,283	124	48	48	..	4,211
Eastern Bengal	320	228	..	540	21,631	82	108	12	156	1,784
Jodhpur	70	8	..	..	5,501	57	33	80	312	692
Madras and Southern Mahratta	328	48	270	..	21,518	129	112	156	..	3,064
Nizam's State	42	..	..	..	3,988	61	108	240	..	1,972
Rohilkund and Kumaon	72	..	..	..	6,684	(h) 111	96	78	70	3,404
South Indian	(e)793	712	541	..	(f) 51,061	13	..	..	..	404
Total	3,476	1,171	871	1,265	253,540	1,407	1,069	1,550	1,890	40,926

* Includes 102 bogies Electric Stock.
(a) Includes 120 bogies Electric Stock.
(b) Includes 720 1st class seats of Electric Stock.
(c) Includes 4,600 2nd class seats of Electric Stock.
(d) Includes 8,720 III class seats of Electric Stock.
† Includes 10,780 third class seats of Electric Stock.
(e) Includes 48 bogies of Electric Stock.
(f) Includes 3,456 third class seats of Electric Stock.
(g) Includes 384 six-wheelers.
(h) Includes 34 six-wheelers.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1934—contd.

B.— COACHING STOCK—*Broad and metre gauges*—contd.

COMPOSITE PASSENGER CARRIAGES, EXCLUDING THOSE FITTED WITH BRAKE-VAN OR MAIL ACCOMMODATION.										
Bogies.					*Four-wheelers.*					
No.	Seats by classes.				No.	Seats by classes.				Railway.
	1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.	
12	13	14	15	16	17	18	19	20	21	22
										5′ 6″ GAUGE.
152	1,534	2,556	1,564	1,633	15	84	152	17	29	Bengal Nagpur.
98	1,266	2,281	150	1,821	9	54	18	..	..	Bombay, Baroda and Central India.
262	2,116	3,183	10,014	9,166	18	152	212	54	72	Eastern Bengal.
495	3,447	6,765	10,710	13,494	33	226	307	84	118	East Indian.
*315	†3,051	†5,948	1,705	†7,778	2	12	24	..	..	Great Indian Peninsula.
139	526	1,791	1,863	5,540	27	94	164	95	125	Madras and Southern Mahratta.
22	242	684	..	334	10	60	129	..	..	Nizam's State.
(a)710	4,619	6,469	11,565	29,765	70	522	639	..	30	North Western.
66	720	1,818	..	1,060	..	..	..	..	..	South Indian.
2,259	17,521	31,495	37,571	70,591	184	1,204	1,645	250	374	Total.
										3′ 3¾ GAUGE.
194	1,248	1,108	1,936	4,314	..	..	..	..	..	Assam Bengal.
75	482	684	1,144	1,176	(b)119	567	576	460	964	Bengal and North Western.
143	1,182	1,581	162	1,857	32	192	192	..	..	Bombay, Baroda and Central India.
167	1,392	2,664	..	1,972	10	60	80	..	..	Burma.
156	1,018	947	1,996	2,719	41	168	168	140	168	Eastern Bengal.
42	130	190	663	960	11	29	42	13	..	Jodhpur.
112	470	885	542	2,069	22	88	132	..	..	Madras and Southern Mahratta.
14	132	295	..	193	10	63	138	..	..	Nizam's State.
23	147	216	308	588	(c)20	67	69	139	139	Rohilkund and Kumaon.
154	1,099	2,254	177	1,778	5	30	40	..	..	South Indian.
1,080	7,300	10,824	6,928	17,629	270	1,264	1,437	752	1,271	Total.

*Includes 51 Bogies Electric Stock.
†Includes 641 first, 2,043 second and 1,542 third class seats of Electric Stock; and 40 Dining seats.
(a) Includes 2 Steam Coach Trailers.
(b) Includes 90 six-wheelers.
(c) Includes 6 six-wheelers.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1934*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Railway.	COMPOSITE PASSENGER CARRIAGES WITH BRAKE VAN OR MAIL ACCOMMODATION.										MILITARY CARS.		DINING CARS.	
	Bogies.					*Four-wheelers.*								
	No.	Seats by classes.				No.	Seats by classes.				No. (in units).	Seats.	No. (in units).	Seats.
		1st.	2nd.	Inter.	Third.		1st.	2nd.	Inter.	Third.				
23	24	25	26	27	28	29	30	31	32	33	34	35	36	37
5′ 6″ GAUGE.														
Bengal Nagpur	136	..	..	276	7,836	5	..	..	52	120	..	..	13	382
Bombay, Baroda and Central India.	92	16	..	2,223	4,320	..	..	..	..	..	..	..	15	480
Eastern Bengal	212	..	..	1,173	17,659	7	..	..	96	167	..	..	2	72
East Indian	507	26	46	738	30,854	13	..	..	..	529	..	..	19	504
Great Indian Peninsula	249	91	238	115	12,666	..	..	..	..	..	58	3,288	30	1,030
Madras and Southern Mahratta.	130	..	..	..	7,877	19	..	..	..	486	..	..	6	154
Nizam's State	17	..	..	..	656	2	..	..	..	72	..	..	..	..
North Western	473	188	159	1,636	23,472	..	..	..	..	..	18	1,134	39	932
South Indian	93	72	144	..	5,193	..	..	..	..	..	..	..	2	64
Total	1,909	393	587	6,161	110,533	46	..	..	148	1,374	76	4,422	126	3,618
3′ 3¼″ GAUGE.														
Assam Bengal	142	..	..	1,470	3,640	50	..	..	200	..	..	..	2	46
Bengal and North Western	42	..	..	..	2,038	(*a*)21	..	..	..	516	..	..	*2	24
Bombay, Baroda and Central India.	187	..	..	..	9,344	..	..	..	..	..	..	..	6	(*b*)166
Burma	225	100	48	..	9,575	17	..	..	..	325	..	..	3	61
Eastern Bengal	155	..	..	156	6,230	4	..	..	..	64	..	..	2	30
Jodhpur	50	..	..	..	2,759	4	..	..	..	86	..	..	4	66
Madras and Southern Mahratta.	130	..	..	24	4,486	176	..	..	..	2,596	..	..	..	..
Nizam's State	21	..	128	..	577	5	..	..	..	168	..	..	..	..
Rohilkund and Kumaon	19	..	..	80	1,001	*1	..	..	13	19	..	..	1	25
South Indian	298	..	18	..	15,086	1	..	..	..	22	..	..	8	150
Total	1,269	100	194	1,730	54,736	279	..	..	213	3,796	..	..	28	568

* Six-Wheeled.

(*a*) Includes 13 six-wheelers.

(*b*) Includes 60 Dining seats of 5 Bogie 1st, 2nd and Dining Cars included in the number 153 shown under column 12, page 81.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1934—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

SALOONS, ROYAL AND STATE.				RESERVED CARRIAGES (FOR USE OF THE PUBLIC).				Total Passenger carriages for public use. In units (cols. 2 to 44 No. cols. only).	Railway.
Bogies.		Four-wheelers.		Bogies.		Four-wheelers.			
No.	Berths.	No.	Berths.	No.	Berths.	No.	Berths.	No.	
38	39	40	41	42	43	44	45	46	47
									5' 6" GAUGE.
..	..	..	..	6	32	..	..	836	Bengal Nagpur.
1	7	..	..	13	156	*10	111	731	Bombay, Baroda and Central India.
2	6	..	..	3	10	..	..	813	Eastern Bengal.
16	48	..	..	22	149	..	..	2,646	East Indian.
5	20	..	..	20	139	..	..	1,442	Great Indian Peninsula.
2	4	‡1	2	3	21	‡2	12	711	Madras and Southern Mahratta.
†11	55	5	12	6	46	..	..	144	Nizam's State.
27	118	..	..	22(b)	86	..	..	2,579	North Western.
..	..	..	..	2	16	..	..	308	South Indian.
64	258	6	14	97	655	12	123	10,210	Total.
									2' 3½" GAUGE.
1	2	1	5	1	3	..	..	625	Assam-Bengal.
1	2	‡2	4	..	..	(a)14	22	1,312	Bengal and North Western.
6	22	1	1	16	94	1	2	1,318	Bombay, Baroda and Central India.
3	4	..	..	15	105	..	..	1,049	Burma.
2	4	..	..	2	5	..	..	764	Eastern Bengal.
..	..	..	..	..	..	..	..	238	Jodhpur.
2	4	..	..	1	6	4	12	904	Madras and Southern Mahratta.
4	29	1	4	1	3	1	4	160	Nizam's State.
..	..	..	..	..	..	(c)3	4	250	Rohilkund and Kumaon.
4	22	..	..	3	39	..	..	1,279	South Indian.
23	89	5	14	39	255	23	44	7,899	Total.

* Includes 3 six wheelers.
† Includes 3 first class State carriages.
(a) Includes 6 six-wheelers.
‡ Six-wheeled.
(b) Tourist cars.
(c) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1934—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Railway.	Other Coaching Vehicles.								
	Luggage and brakes and brake vans with mail accommodation (excluding those forming part of composite passenger carriages).		Brake vans fitted with mails (newspaper, letter sorting).	Mails (newspaper, letter sorting).	Carriage and motor vans.	Horse vans.		Luggage vans.	Miscellaneous (excluding departmental). In units.
	Bogies. No.	Four-wheelers. No.	No.	No. (in units).	No. (in units).	No. (in units).	Stalls.	No. (in units).	
48	49	50	51	52	53	54	55	56	57
5′ 6″ GAUGE.									
Bengal-Nagpur	..	..	28	..	75	41	246	10	75
Bombay, Baroda and Central India	..	..	..	..	57	18	108	90	2
Eastern Bengal	3	..	..	..	38	39	234	108	64
East Indian	..	..	4	14	233	153	918	54	51
Great Indian Peninsula	9	..	2	..	92	84	465	45	298
Madras and Southern Mahratta	..	..	..	4	41	27	162	102	1
Nizam's State	..	..	..	1	10	13	78	..	*10
North Western	16	..	..	..	118	145	870	168	(a) 437
South Indian	3	..	..	..	25	17	102	59	..
Total	31	..	34	19	689	537	3,183	636	938
3′ 3¾″ GAUGE									
Assam-Bengal	8	18	..	..	27	12	48	5	39
Bengal and North-Western	..	..	..	..	21	30	120	..	(b) 3
Bombay, Baroda and Central India	..	..	..	..	45	47	188	23	†6
Burma	30	..	..	..	73	25	100	31	146
Eastern Bengal	7	..	..	1	36	34	136	83	53
Jodhpur	..	..	..	..	4	8	32	7	3
Madras and Southern Mahratta	..	..	..	..	33	36	144	44	14
Nizam's State	..	..	..	..	4	12	48	..	*2
Rohilkund and Kumaon	..	..	3	..	7	12	48	6	7
South Indian	11	..	5	..	38	46	108	11	13
Total	56	18	8	1	288	262	972	210	286

* Includes 2 State Vehicles (a dynamo van and a kitchen and third class bogie).
† Includes 3 Insulated cars.
(a) Includes 169 Cold Storage Vans and 23 Insulated Fruit Vans.
(b) Includes 1 six-wheeler.

10.—Statement of Equipment showing the actual stock running on ***Class I Railways*** *on the 31st March 1934*—contd.

B.—COACHING STOCK—*Broad and metre gauges*—contd.

Brake vans used exclusively on passenger service.		Total other coaching vehicles. In units (cols. 49 to 54, 56 and 57).	Total coaching vehicles for public use. In units.	Railway service vehicles (including officers' carriages). In units.		Railway.
Bogies.	Four-wheelers.					
No.	No.		(Cols. 46, 58 to 60.)	No.	Berths.	
58	59	60	61	62	63	64
						5′ 6″ Gauge.
..	1	229	1,066	133	(a) 116	Bengal Nagpur.
24	9	167	931	20	40	Bombay, Baroda and Central India.
...	12	252	1,077	60	(b) 120	Eastern Bengal.
...	87	509	3,242	312	262	East Indian.
15	38	530	2,025	220	365	Great Indian Peninsula.
...	46	175	932	105	310	Madras and Southern Mahratta.
...	9	34	‡187	10	20	Nizam's State.
...	162	884	3,625	247	421	North Western.
...	...	104	412	31	26	South Indian.
39	364	2,884	13,497	1,138	1,680	Total.
						3′ 3⅜″ Gauge.
...	..	109	734	119	304	Assam Bengal.
...	(f)163	54	1,529	(g)32	48	Bengal and North-Western.
28	6	121	1,473	30	52	Bombay, Baroda and Central India.
...	...	305	1,354	78	156	Burma.
...	21	214	999	81	(c) 106	Eastern Bengal.
4	10	22	274	50	135	Jodhpur.
...	...	127	1,031	124	124	Madras and Southern Mahratta.
...	15	18	(d)193	(i)25	(e)18	Nizam's State.
...	...	35	285	(h)13	17	Rohilkund and Kumaon.
...	...	124	1,403	65	84	South Indian.
32	215	1,129	9,275	617	1,044	Total.

‡ Includes 18 units of State Stock for private use.
(a) Excludes 16 chairs.
(b) Excluding those of one Inspection Car, and one electric charging van.
(c) Excluding those of one Inspection car, 1 tender to saloon, and 1 electric charging van.
(d) Includes 7 units of State Stock for private use.
(e) Excluding 713 seats.
(f) Includes 123 six-wheelers.
(g) Includes 8 six-wheelers and 1 bogie.
(h) Includes 5 six-wheelers.
(i) Includes 15 workmen train Carriages.

10.—Statement of Equipment showing the actual stock running on

C.—Goods

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.	Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	17 tons and under.	Over 17 and up to 24 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
5' 6" Gauge.												
Bengal-Nagpur	..	6,853	..	..	143,411	809	11,940	..	..	280,885	63	71
Bombay, Baroda & Central India.	828	4,962	..	..	122,412	216	1,909	..	7	45,852	..	23
Eastern Bengal	1,337	5,179	..	2	126,177	88	56	1	2	2,655	224	312
East Indian	1,051	32,626	6	2	663,088	240	13,346	22	4	282,610	290	2
Great Indian Peninsula.	2,469	7,833	..	1,057	247,516	457	2,727	..	224	74,644	982	185
Madras & Southern Mahratta.	711	3,440	..	..	88,312	155	883	..	73	24,561	125	156
Nizam's State	..	914	..	..	19,642	..	768	..	..	16,819	..	351
North Western	13	22,971	200	103	522,395	19	2,367	3	98	55,273	23	1,804
South Indian	..	1,298	..	..	29,330	..	525	..	..	11,884	..	..
Total	6,409	86,076	206	1,164	1,962,283	1,984	34,521	26	408	795,123	1,707	2,904

Railway.	Covered wagons. (In units.)					Open wagons (high-sided). (In units.)					Open	
	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.	Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	10 tons and under.	Over 10 and up to 15 tons.
1	2	3	4	5	6	7	8	9	10	11	12	13
3' 3½" Gauge.												
Assam-Bengal	635	3,961	100	..	51,908	17	..	44	..	1,050	27	..
Bengal & North-Western.	4,100	5,497	967	..	121,124	..	..	..	..	..	448	350
Bombay, Baroda & Central India.	69	5,198	452	95	78,019	223	128	464	14	12,379	..	392
Burma	..	6,448	..	193	89,289	..	..	..	..	..	449	990
Eastern Bengal	1,016	1,759	634	820	62,817	..	10	..	12	441	249	139
Jodhpur	..	1,514	494	1	22,464	..	..	..	..	..	..	97
Madras & Southern Mahratta.	912	3,401	1,717	42	80,297	..	787	100	..	11,504	20	308
Nizam's State	..	986	..	..	12,640	..	175	..	..	771	..	256
Rohilkund and Kumaon.	325	997	874	..	30,946	..	..	30	..	540	18	217
South Indian	885	1,237	1,711	45	56,802	255	246	177	349	16,941	..	..
Total	7,942	30,998	6,949	1,196	606,306	495	1,346	815	375	43,626	1,211	2,749

‡ Includes 20 high sided wagons coupled to goods brake vans, and 2 are being utilised as temporary water tanks.

Class I Railways on the 31st March 1934—Broad and metre gauges—contd.

Stock.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units. (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service. (In units.)	Railway service vehicles (including inspection trollies). (In units.)	Travelling Cranes and their dummy trucks. (In units.)	Road Motors.	Railway.
Over 24 and up to 36 tons.	Over 36 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 24 tons and under.	*Timber or rail wagons.* Over 24 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															5′ 6″ GAUGE.
..	..	2,350	17	10	279	569	30	171	1,116	21,928	510	115	68	2	B. N.
51	223	10,935	851	14	..	..	30	146	183	9,443	219	513	14	9	B. B. & C. I.
159	..	14,684	..	4	36	87	56	88	103	7,734	81	113	27	10	E. B.
..	..	4,944	110	37	30	406	70	301	367	48,910	1,045	1,218	116	27	E. I.
..	..	18,715	1,830	32	198	70	79	167	20	18,330	607	675	93	23	G. I. P.
..	..	3,928	5	30	99	9	56	88	7	5,837	212	246	29	2	M. & S. M.
..	..	7,232	..	..	10	..	..	..	..	2,043	42	139	5	12	N. S.
7	151	47,418	4	53	78	438	101	382	6	28,821	425	362	93	20	N. W.
..	..	..	..	13	129	12	9	9	4	1,999	66	167	6	..	S. I.
217	374	110,206	2,817	193	859	1,591	431	1,352	1,806	145,045	3,201	3,548	451	105	Total.

WAGONS (LOW-SIDED). (IN UNITS.)			SPECIAL WAGONS. (IN UNITS.)							Total goods vehicles for public use. In units, (Cols. 2 to 23 excluding Cols. 6, 11 and 16.)	Brake vans used indiscriminately on passenger, mixed or goods service (in units).	Railway service vehicles (including inspection trollies) (in units).	Travelling Cranes and their dummy trucks (in units).	Road Motors.	Railway.
Over 15 and up to 20 tons.	Over 20 tons.	Total capacity in tons.	Live Stock Wagons.	Wagons for explosives.	*Timber or rail wagons.* 15 tons and under.	*Timber or rail wagons.* Over 15 tons.	Petrol tank Wagons.	Other tank Wagons.	Miscellaneous Wagons.						
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
															3′ 3¾″ GAUGE.
..	..	270	14	1	..	206	108	67	52	5,232	2	596	19	2	A. B.
28	..	8,623	..	..	280	100	20	6	1	11,797	124	27	47	1	B. & N. W.
342	..	11,134	886	25	12	145	6	27	41	8,519	161	631	47	..	B. B. & C. I.
..	158	21,176	739	9	310	532	10	70	3	9,911	252	393	110	..	Burma.
2	108	6,319	..	8	93	158	11	55	10	5,084	74	105	30	..	E. B.
70	223	6,748	47	3	..	..	5	14	..	2,468	46	89	2	..	Jodhpur.
30	..	4,587	115	13	152	9	26	65	222	7,919	257	118	46	..	M. & S. M.
..	2	3,104	..	..	20	..	1	3	..	1,343	37	136	6	3	N. S.
..	..	2,632	..	2	78	40	..	..	7	2,588	57	59	24	1	R. & K.
5	..	95	..	9	30	125	39	95	10	5,318	199	1,545	21	1	S. I.
477	491	84,688	1,801	70	975	1,315	226	402	346	60,179	1,209	3,699	352	8	Total.

10.— Statement of Equipment showing the actual stock running on Class I Railways on the 31st March 1934—concld.

COACHING STOCK—(*Narrow gauge*).

Railway.	PASSENGER VEHICLES. (For public use.) No. (in units).	Seats by Classes. 1st.	2nd.	Inter.	3rd.	Other coaching vehicles including brake vans for public use. In units.	Total. In units.	Railway service vehicles (including officers' carriages). In units.	Steam coach trailers for public use. In units.
1	2	3	4	5	6	7	8	9	10
2' 6" GAUGE.									
Bengal Nagpur	384	528	547	917	10,355	28	412	29	3
Bombay, Baroda and Central India	71	(*b*)	176	(*b*)	3,558	...	71	...	..
Eastern Bengal	57	78	24	105	1,126	...	57	1	..
Great Indian Peninsula	48	(*b*)	66	(*b*)	1,878	2	50	1	..
North Western	313	483	683	862	9,704	68	381	15	Nil.
South Indian	34	40	...	...	783	..	34	1	..
TOTAL	907	1,129	1,496	1,884	27,404	98	1,005	47	3

GOODS STOCK—(*Narrow gauge*).

Railway.	Goods wagons (including special wagons and brake-vans.) Number. (In units).	Total capacity in tons.	Railway service wagons (In units).	Remarks.
1	2	3	4	5
2' 6" GAUGE.				
Bengal Nagpur	*2,030	**30,694	9	
Bombay, Baroda and Central India	‖323	¶3,926	1	
Eastern Bengal	†28	††120	...	
Great Indian Peninsula	‡206	‡‡3,220	29	
North Western	§824	§§11,538	88	
South Indian	78	765	...	
TOTAL	3,489	50,263	127	

* Includes 304 special wagons.
† Includes 6 special wagons.
‡ Includes 5 special wagons.
§ Includes 125 special wagons.
(*a*) Included in column 3.
(*b*) Included in next column.

** Includes 3,261 tons carrying capacity of 304 special wagons.
†† Includes 29 tons carrying capacity of 6 special wagons.
‡‡ Includes 30 tons carrying capacity of 5 special wagons.
§§ Includes 932 tons carrying capacity of 125 special wagons.
‖ Includes 20 special wagons.
¶ Includes 75 tons carrying capacity of 20 special wagons.

11.—STATEMENT OF NET ADDITIONS TO, OR REDUCTIONS OF, EQUIPMENT OF CLASS I RAILWAYS DURING THE YEAR 1933-34.

11.—Statement of net additions to, or reductions of

Railway.	Locomotives.			Rail motors.		Steam coaches.		Electric moter. coaches.		Coaching vehicles used exclusively	
	Steam.	Electric.								Pass	
	No.	No.	Tractive effort (in lbs.).	No.	Seats.	No. (in units).	Seats.	No. (in units).	Seats.	No. (in units).	1st.
1	2	3	4	5	6	7	8	9	10	11	12
5′ 6″ gauge.											
Bengal Nagpur	—14	..	—209,951	..	..	..	..	..	..	—18	—219
Bombay, Baroda and Central India	—6	..	—165,184	..	..	..	..	..	..	—2	—12
Eastern Bengal	—16	..	—126,991	..	..	..	..	..	..	—4	—132
East Indian	—18	..	—76,765	..	..	..	..	..	..	1	—3
Great Indian Peninsula	—69	..	—1,459,636	..	..	—3	—303	..	..	—72	—231
Madras and Southern Mahratta	5	..	137,056	..	..	..	..	..	..	—30	—8
Nizam's State	3	..	198,743	..	..	..	..	..	..	15	40
North Western	3	..	115,939	—1	—5	4	303	..	..	—2	33
South Indian	—1	..	—14,040	..	..	..	..	..	..	9	..
Total	—113	..	—1,600,829	—1	—5	1	..	..	..	—103	—532
3′ 3½″ gauge.											
Assam-Bengal	..	..	6,708	..	..	..	..	..	..	2	..
Bengal and North-Western	—4	..	25,247	..	..	..	..	..	..	..	43
Bombay, Baroda and Central India	5	..	228,481	..	..	..	..	..	..	—81	—60
Burma	—5	..	—35,547	..	..	..	..	..	..	—36	—34
Eastern Bengal	—5	..	—34,581	..	..	..	..	..	..	—43	—30
Jodhpur	..	..	3,328	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	—6	..	10,023	..	..	..	..	..	..	12	—8
Nizam's State	..	..	6,057	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	—3	..	17,460	..	..	..	..	..	..	—1	..
South Indian	—5	..	—25,517	..	..	..	..	7	311	4	..
Total	—23	..	201,659	..	..	..	..	7	311	—143	—89
2′ 6″ & 2′ 0″ gauges.											
Bengal-Nagpur	..	..	..	..	..	..	..	..	..	1	..
Bombay, Baroda and Central India	1	..	11,910	..	..	..	..	..	..	4	..
Eastern Bengal	1	..	5,714	..	..	..	..	..	..	—1	—8
Great Indian Peninsula	..	..	..	..	..	..	..	..	..	..	..
North Western	..	..	—190	..	—8	..	..	..	..	—1	—15
South Indian	..	..	..	..	..	..	..	..	..	..	..
Total	2	..	17,434	..	—8	..	..	..	..	3	—23

equipment of ***Class I Railways*** *during the year 1933-34—(By gauges).*

CLES (EXCLUDING VEHICLES ON RAILWAY SERVICE).				GOODS WAGONS (EXCLUDING WAGONS USED EXCLUSIVELY ON RAILWAY SERVICE).					Railway Service vehicles, including Officers carriages inspection trollies Travelling cranes and Dummy Trucks.		Road Motors.	Railway.
enger carriages Seats.			Other coaching vehicles including brake vans. (in units).	Covered wagons.		Open wagons		Special wagons including brake vans (in units).				
2nd.	Inter.	3rd.		No. (in units).	Capacity (in tons).	No. (in units).	Capacity (in tons).		Passenger (in units).	Goods (in units).		
13	14	15	16	17	18	19	20	21	22	23	24	25
												5′ 6″ GAUGE.
237	—48	—834	—3	—952	—10,509	—301	293	—16	55	—49	..	Bengal Nagpur.
—88	..	282	—4	—115	—1,834	—86	—1,512	—67	..	2	—1	Bombay, Baroda and Central India
125	—47	—183	—2	—253	—3,190	—78	—1,596	—4	2	—4	1	Eastern Bengal.
394	—50	—1,515	—3	1,421	32,579	137	6,490	—38	—20	50	..	East Indian.
—395	59	—2,842	—39	—80	—1,286	—196	—2,527	—184	3	—35	..	Great Indian Peninsula.
—3	246	—1,166	5	—5	—69	—30	—511	1	2	—34	1	Madras and Southern Mahratta.
106	..	840	..	125	2,984	—167	—2,910	—1	1	6	..	Nizam's State.
—184	—2,570	3,156	—24	—144	33,861	—120	2,941	—55	7	—46	..	North Western.
..	..	666	..	—3	—69	6	125	—14	—1	1	..	South Indian.
192	—2,410	—1,596	—70	—6	52,467	—835	793	—378	49	—109	1	Total.
												3′ 3⅜″ GAUGE.
..	142	—58	..	—12	—155	—8	—80	—3	5	1	..	Assam-Bengal.
—24	45	—325	..	—12	—188	—1	—6	14	..	..	..	Bengal and North Western.
—12	..	—5,106	9	—396	—2,954	—49	—705	—11	—2	—10	..	Bombay, Baroda and Central India.
—36	..	—1,586	24	—16	—63	—12	—200	—1	..	43	..	Burma.
—18	—176	—920	—9	—87	—247	—112	—809	—14	4	—3	..	Eastern Bengal.
..	—10	—123	..	—5	—11	..	20	..	..	4	..	Jodhpur.
219	124	272	..	—114	1,026	—5	—3,087	—14	9	—8	..	Madras and Southern Mahratta.
..	..	..	..	—3	—37	..	..	—1	..	1	..	Nizam's State.
..	..	—32	6	50	600	—16	—128	—3	1	..	..	Rohilkund and Kumaon.
—15	..	438	..	—9	—77	48	864	—32	1	21	..	South Indian.
114	125	—7,449	30	—604	—2,106	—155	—4,131	—65	18	49	..	Total.
												2′ 6″ & 2′ 0″ GAUGES.
..	—15	—9	..	—2	—25	—2	—25	..	11	—11	..	Bengal-Nagpur.
..	..	236	..	..	..	..	..	..	..	—5	..	Bombay, Baroda and Central India.
..	—16	..	..	..	..	..	..	..	..	..	..	Eastern Bengal.
..	..	..	..	..	..	..	..	..	..	..	..	Great Indian Peninsula.
—1	—110	196	..	—1	—91	—1	—27	—2	..	—1	..	North Western.
..	..	..	..	..	..	..	..	..	..	..	..	South Indian.
—1	—1	423	..	—3	—116	—3	—52	—2	11	—17	..	Total.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passengers carried 1st. 9	2nd. 10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1932-33*	*20,8*	*99,2*	*1,577,8*	*15,025,3*	*16,723,1*	*598,0*	*23,7*	*109,3*
	1933-34	21,2	99,7	1,514,6	14,245,6	15,881,1	558,5	24,1	109,8
Bombay, Baroda and Central India	*1932-33*	*44,4*	*1,912,6*	*53,5*	*54,180,5*	*56,191,0*	*2,340,7*	*52,6*	*1,966,5*
	1933-34	41,0	1,834,1	58,2	52,655,9	54,589,2	2,226,5	48,2	1,889,9
Eastern-Bengal	*1932-33*	*45,5*	*205,5*	*1,644,6*	*24,042,0*	*25,937,6*	*965,6*	*50,4*	*219,5*
	1933-34	42,0	195,1	1,551,0	23,725,5	25,513,6	965,0	46,3	210,0
East Indian	*1932-33*	*59,7*	*406,7*	*3,716,5*	*52,763,1*	*56,946,0*	*2,309,4*	*70,2*	*446,7*
	1933-34	55,2	383,0	3,596,5	51,513,2	55,547,9	2,493,7	64,9	418,6
Great Indian Peninsula	*1932-33*	*58,2*	*914,7*	*86,2*	*49,829,3*	*50,888,4*	*1,732,8*	*71,2*	*960,3*
	1933-34	62,4	854,1	87,3	47,319,8	48,323,6	1,800,0	76,1	902,5
Madras and Southern Mahratta	*1932-33*	*10,8*	*87,8*	*230,8*	*19,834,8*	*20,164,2*	*1,185,5*	*16,4*	*113,5*
	1933-34	11,9	88,1	209,2	17,789,0	18,098,2	984,6	17,4	114,4
Nizam's State	*1932-33*	*4,2*	*37,8*	*2,7*	*3,530,0*	*3,574,7*	*388,5*	*6,6*	*50,4*
	1933-34	4,2	31,8	2,2	3,183,1	3,221,3	346,6	6,4	45,3
North-Western	*1932-33*	*49,5*	*339,3*	*2,031,4*	*54,878,7*	*57,298,9*	*1,077,8*	*56,9*	*363,7*
	1933-34	47,5	326,8	1,989,7	56,697,7	59,061,7	1,112,4	54,9	350,0
South Indian	*1932-33*	*5,1*	*75,7*	*Nil*	*11,167,8*	*11,248,6*	*1,045,7*	*8,2*	*89,0*
	1933-34	4,5	72,6	Nil	11,629,4	11,706,5	1,088,1	7,6	90,2
TOTAL 5′ 6″ GAUGE	*1932-33*	*298,2*	*4,079,3*	*9,343,5*	*285,251,5*	*298,972,5*	*11,644, 6*	*356,2*	*4,318,9*
	1933-34	289,9	3,885,3	9,008,7	278,759,2	291,943,1	11,575,4	345,9	4,130,7
3′ 3¾″ GAUGE.									
Assam Bengal	*1932-33*	*10,4*	*32,8*	*295,3*	*9,874,3*	*10,212,8*	*299,0*	*12,4*	*36,0*
	1933-34	9,2	33,6	287,3	9,631,2	9,961,3	283,4	10,9	36,8
Bengal and North Western	*1932-33*	*11,2*	*77,9*	*317,9*	*28,923,2*	*29,330,2*	*942,8*	*12,3*	*82,1*
	1933-34	13,0	80,4	307,1	27,090,1	27,490,6	898,0	13,9	84,3
Bombay, Baroda and Central India	*1932-33*	*10,5*	*93,6*	*7,0*	*23,255,1*	*23,366,2*	*2,741,0*	*17,2*	*134,8*
	1933-34	10,1	87,5	7,2	20,075,9	20,180,7	2,502,3	15,9	124,4
Burma	*1932-33*	*31,9*	*298,2*	*Nil*	*20,878,9*	*21,209,0*	*Nil*	*31,9*	*298,2*
	1933-34	26,9	242,1	Nil	20,060,7	20,329,7	Nil	26,9	242,1

Class I Railways for the years 1932-33 and 1933-34.

(in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									5′ 6″ GAUGE.
1,600,1	*15,588,0*	*17,321,1*	*19,474,7*	*5,562*	*14,956*	*61,586*	*727,230*	*809,334*	Bengal-Nagpur.
1,540,2	14,765,5	16,439,6	18,584,1	5,256	15,334	60,255	686,019	766,864	
57,3	*56,455,3*	*58,531,7*	*85,314,7*	*8,396*	*37,570*	*11,742*	*1,094,061*	*1,151,769*	Bombay, Baroda and Central India.
61,7	54,815,9	56,815,7	80,087,9	8,245	38,992	12,657	1,077,438	1,137,332	
1,693,6	*24,939,7*	*26,903,2*	*36,024,2*	*3,904*	*11,088*	*41,631*	*570,024*	*626,647*	Eastern Bengal.
1,602,9	24,619,4	26,478,6	35,537,1	3,606	11,210	41,120	566,102	622,038	
3,792,7	*54,945,8*	*59,255,4*	*59,255,4*	*14,716*	*54,409*	*187,276*	*3,029,342*	*3,285,743*	East Indian.
3,671,7	53,886,4	58,041,6	58,041,6	14,221	51,575	180,465	2,942,223	3,188,484	
114,9	*51,474,8*	*52,621,2*	*53,341,0*	*16,465*	*52,460*	*20,731*	*1,642,559*	*1,732,215*	Great Indian Peninsula.
118,9	49,026,1	50,123,6	50,738,1	16,647	48,004	21,085	1,559,635	1,645,371	
239,4	*20,980,4*	*21,349,7*	*34,646,5*	*3,711*	*13,380*	*18,215*	*678,139*	*713,445*	Madras and Southern Mahratta.
217,3	18,733,7	19,082,8	31,729,8	3,853	14,074	17,638	626,536	662,101	
4,2	*3,902,0*	*3,963,2*	*8,833,1*	*942*	*4,703*	*608*	*154,739*	*161,042*	Nizam's State.
3,9	3,512,3	3,567,9	8,015,6	876	4,420	618	157,190	163,104	
2,066,4	*55,889,7*	*58,376,7*	*59,139,6*	*12,492*	*47,811*	*111,100*	*2,530,408*	*2,701,811*	North-Western.
2,023,1	57,746,1	60,174,1	60,924,5	12,547	47,047	107,852	2,589,538	2,756,984	
Nil	*12,197,1*	*12,294,3*	*58,028,6*	*973*	*6,370*	*Nil*	*291,430*	*298,773*	South Indian.
Nil	12,696,8	12,794,6	57,646,7	952	6,407	Nil	290,578	297,937	
9,568,6	*296,372,8*	*310,616,5*		*67,161*	*242,747*	*452,889*	*10,717,982*	*11,480,779*	TOTAL 5′ 6″ GAUGE.
9,239,7	289,802,2	303,518,5		66,203	237,063	441,600	10,495,259	11,240,215	
									3′ 3⅜″ GAUGE.
309,5	*10,153,9*	*10,511,8*	*10,511,8*	*975*	*2,339*	*13,504*	*260,249*	*277,067*	Assam Bengal.
300,3	9,896,7	10,244,7	10,244,7	891	2,266	13,140	256,509	272,806	
330,7	*29,847,9*	*30,273,0*	*30,273,0*	*1,281*	*6,187*	*18,790*	*975,074*	*1,001,332*	Bengal and North-Western.
322,8	27,967,6	28,388,6	28,388,6	1,457	6,555	18,992	986,155	1,013,159	
12,1	*25,943,1*	*26,107,2*	†	*2,335*	*12,351*	*851*	*1,064,916*	*1,080,453*	Bombay, Baroda and Central India.
12,3	22,530,4	22,683,0	†	2,165	11,439	737	945,291	959,632	
Nil	*20,878,9*	*21,209,0*	*21,209,0*	*3,067*	*13,552*	*Nil*	*480,817*	*497,436*	Burma.
Nil	20,060,7	20,329,7	20,329,7	2,862	11,107	Nil	441,293	455,262	

(a) In Columns 8 to 13 passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys. but in Column 14 each passenger is considered to have performed one journey only on each Railway system.
†Included under 5′ 6″ gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 1	Year. 2	Passengers originating on home line whether local or foreign (in hundreds). 1st. 3	2nd. 4	Inter. 5	3rd. 6	Total. 7	Other traffic. (a) 8	Passen- 1st. 9	2nd. 10
5′ 3¼″ Gauge—*concld.*									
Eastern Bengal	*1932-33*	*5,6*	*34,6*	*355,6*	*7,965,6*	*8,361,4*	*1,201,7*	*10,0*	*46,1*
	1933-34	6,3	34,5	403,4	7,883,9	8,328,1	1,159,2	10,9	47,3
Jodhpur	*1932-33*	*1,8*	*16,7*	*81,4*	*2,715,0*	*2,814,9*	*327,1*	*3,1*	*23,3*
	1933-34	2,0	19,1	92,4	2,906,5	3,020,0	325,7	3,2	25,5
Madras and Southern Mahratta.	*1932-33*	*5,6*	*90,1*	*35,0*	*13,411,8*	*13,542,5*	*845,8*	*7,4*	*101,0*
	1933-34	5,7	84,5	33,6	12,615,6	12,739,4	812,6	7,8	95,5
Nizam's State	*1932-33*	*3,0*	*36,7*	*Nil*	*4,903,3*	*4,943,0*	*262,3*	*3,5*	*41,0*
	1933-34	2,8	35,7	Nil	4,451,6	4,490,1	184,0	3,3	38,2
Rohilkund and Kumaon	*1932-33*	*3,1*	*17,3*	*43,4*	*6,005,4*	*6,069,2*	*172,7*	*4,3*	*22,9*
	1933-34	3,3	18,5	49,4	6,315,6	6,386,8	188,8	4,4	23,5
South Indian	*1932-33*	*19,1*	*327,4*	*6,0*	*45,532,2*	*45,884,7*	*1,090,3*	*27,9*	*362,2*
	1933-34	21,5	337,9	4,6	44,605,7	44,969,7	1,120,1	26,6	368,0
Total 5′ 3¼″ Gauge	*1932-33*	*102,2*	*1,025,3*	*1,141,6*	*163,464,8*	*165,733,9*	*7,382,7*	*130,0*	*1,147.6*
	1933-34	100,8	973,8	1,185,0	155,636,8	157,896,4	7,474,1	123,8	1,085,6
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	*1932-33*	*9*	*7,6*	*62,4*	*2,251,9*	*2,322,8*	*166,2*	*1,5*	*10,9*
	1933-34	9	7,5	57,4	2,235,8	2,301,6	150,8	1,4	10,7
Bombay, Baroda and Central India.	*1932-33*	*Nil*	*3,8*	*Nil*	*1,923,2*	*1,927,0*	*123,3*	*Nil*	*4,5*
	1933-34	Nil	3,9	Nil	1,915,0	1,918,9	115,0	Nil	4,7
Eastern Bengal	*1932-33*	..	*2,4*	*7,3*	*577,9*	*587,6*	*68,7*	..	*3,0*
	1933-34	..	2,6	7,2	595,7	605,5	69,9	..	3,2
Great Indian Peninsula	*1932-33*	‡	*1,4*	‡	*808,1*	*809,5*	*68,7*	‡	*1,8*
	1933-34	‡	1,2	‡	686,3	687,5	67,9	‡	1,6
North Western	*1932-33*	*2,7*	*9,8*	*27,3*	*902,5*	*942,3*	*157,6*	*4,5*	*14,7*
	1933-34	4,1	11,5	39,3	891,8	946,7	171,2	6,0	16,4
South Indian	*1932-33*	*2*	*Nil*	*Nil*	*393,8*	*394,0*	*44,9*	*3*	*Nil*
	1933-34	2	Nil	Nil	318,0	318,2	31,5	3	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1932-33*	*3,8*	*25,0*	*97,0*	*6,857,4*	*6,983,2*	*629,4*	*6,3*	*34,9*
	1933-34	5,2	26,7	103,9	6,642,6	6,778,4	606,3	7,7	36,6
Total Class I Railways	*1932-33*	*404,2*	*5,129,6*	*10,582,1*	*455,573,7*	*471,689,6*	*20,156,1*	*492.5*	*5,501,4*
	1933-34	395,9	4,885,8	10,297,6	441,038,6	456,617,9	19,655,8	477,4	5,252,9

‡ Included in the next column.

Class I Railways for the years 1932-33 and 1933-34—contd.

gers carried (in hundreds). (a)				Passenger miles (in thousands).					Railway.
Inter. 11	3rd. 12	Total. 13	On the System. 14	1st. 15	2nd. 16	Inter. 17	3rd. 18	Total. 19	20
									3′ 3⅜″ Gauge—*concld.*
398,2	*9,108,8*	*9,563,1*	‖	*1,021*	*2,591*	*11,162*	*336,894*	*351,668*	Eastern Bengal.
448,1	8,981,0	9,487,3	‖	1,095	2,814	12,196	326,815	342,920	
85,6	*3,030,0*	*3,142,0*	*3,142,0*	*390*	*2,519*	*3,831*	*150,867*	*157,607*	Jodhpur.
96,4	3,220,6	3,345,7	3,345,7	357	2,577	4,186	153,231	160,351	
40,0	*14,239,9*	*14,388,3*	‖	*1,123*	*7,063*	*4,435*	*458,971*	*471,592*	Madras and Southern Mahratta.
39,4	13,409,3	13,552,0	‖	1,113	7,059	4,063	419,113	431,348	
Nil	*5,160,8*	*5,205,3*	‖	*456*	*3,104*	*Nil*	*173,542*	*177,102*	Nizam's State.
Nil	4,632,6	4,674,1	‖	413	2,843	Nil	160,795	164,051	
46,5	*6,168,2*	*6,241,9*	*6,241,9*	*432*	*1,944*	*2,017*	*157,749*	*162,142*	Rohilkund and Kumaon.
52,7	6,495,0	6,575,6	6,575,6	431	1,829	2,223	164,917	169,400	
6,0	*46,578,9*	*46,975,0*	‖	*2,355*	*16,471*	*1,017*	*1,043,458*	*1,063,301*	South Indian.
4 6	45,690,6	46,089,8	‖	2,174	15,661	784	992,349	1,010,968	
1,228,6	*171,110,4*	*173,616,6*		*13,435*	*68,121*	*55,607*	*5,102,537*	*5,239,700*	Total 3′ 3⅜″ Gauge.
1,276,6	162,884,5	165,370,5		12,958	64,150	56,321	4,846,468	4,979,897	
									2′ 6″ and 2′ 0″ Gauges.
72,0	*2,404,6*	*2,489,0*	‖	*78*	*617*	*2,510*	*75,080*	*78,285*	Bengal-Nagpur.
66,6	2,373,7	2,452,4	‖	77	572	2,307	73,396	76,352	
Nil	*2,045,8*	*2,050,3*	‖	*Nil*	*96*	*Nil*	*28,888*	*28,984*	Bombay, Baroda and Central India.
Nil	2,029,2	2,033,9	‖	Nil	105	Nil	28,262	28,367	
8,5	*644,8*	*656,3*	‖	..	*39*	*70*	*5,505*	*5,614*	Eastern Bengal.
7,9	6 64,3	675,4	‖	..	41	69	5,651	5,761	
‡	*876,4*	*878,2*	‖	‡	*48*	‡	*14,826*	*14,874*	Great Indian Peninsula.
‡	753,8	755,4	‖	‡	41	‡	12,268	12,309	
32,5	*1,048,2*	*1,099,9*	‖	*276*	*812*	*1,095*	*33,278*	*35,461*	North Western.
44,8	1,050,7	1,117,9	‖	299	869	1,031	34,065	36,264	
Nil	*438,6*	*438,9*	‖	*9*	*Nil*	*Nil*	*7,066*	*7,075*	South Indian.
Nil	349,4	349,7	‖	6	Nil	Nil	5,542	5,548	
113,0	*7,458,4*	*7,612,6*		*363*	*1,612*	*3,675*	*164,643*	*170,293*	Total 2′ 6″ and 2′ 0″ Gauges.
119,3	7,221,1	7,384,7		382	1,628	3,407	159,184	164,601	
10,910,2	*474,941,6*	*491,845,7*	*485,435,5*	*80,959*	*312,480*	*512,171*	*15,985,162*	*16,890,772*	Total Class I Railways.
10,635,6	459,907,8	476,273,7	470,189,7	79,543	302,841	501,418	15,500,911	16,384,713	

(a) See note (a) on page 93.

‖ Included under 5′ 6″ Gauge.

12.—*Statement of Passenger Revenue Statistics of*

Railway. 21	Year. 22	Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
5′ 6″ gauge.						
Bengal-Nagpur	*1932-33*	*234·2*	*136·9*	*38·5*	*46·7*	*46·7*
	1933-34	217·7	139·7	39·1	46·5	46·6
Bombay, Baroda and Central India	*1932-33*	*159·6*	*19·1*	*204·7*	*19·4*	*19·7*
	1933-34	171·0	20·6	205·0	19·7	20·0
Eastern Bengal	*1932-33*	*77·5*	*50·5*	*24·6*	*22·9*	*23·3*
	1933-34	77·9	53·4	25·7	23·0	23·5
East Indian	*1932-33*	*210·0*	*122·0*	*49·0*	*55·0*	*55·0*
	1933-34	219·0	123·0	49·0	55·0	55·0
Great Indian Peninsula	*1932-33*	*231·3*	*54·6*	*180·5*	*31·9*	*32·9*
	1933-34	218·7	53·2	177·3	31·8	32·8
Madras and Southern Mahratta	*1932-33*	*225·8*	*117·9*	*76·1*	*32·3*	*33·4*
	1933-34	221·0	123·1	81·2	33·4	34·7
Nizam's State	*1932-33*	*142·8*	*93·3*	*143·0*	*39·7*	*40·6*
	1933-34	137·7	97·7	156·4	44·8	45·7
North Western	*1932-33*	*219·6*	*131·5*	*53·8*	*45·3*	*46·3*
	1933-34	228·7	134·4	53·3	44·8	45·8
South Indian	*1932-33*	*118·0*	*71·6*	*Nil*	*23·9*	*24·3*
	1933-34	126·0	71·0	Nil	22·9	23·3
Total 5′ 6″ gauge	*1932 33*	*188·5*	*56·2*	*47·3*	*36·2*	*37·0*
	1933-34	191·4	57·4	47·8	36·2	37·0
3′ 3½″ gauge.						
Assam Bengal	*1932-33*	*78·6*	*64·9*	*43·6*	*25·6*	*26·4*
	1933-34	81·5	61·6	43·7	25·9	26·6
Bengal and North-Western	*1932-33*	*104·2*	*75·3*	*56·8*	*32·7*	*33·1*
	1933-34	104·8	77·8	58·8	35·3	35·7
Bombay, Baroda and Central India	*1932-33*	*136·0*	*91·6*	*70·4*	*41·1*	*41·4*
	1933-34	136·0	92·0	59·9	42·0	42·3
Burma	*1932-33*	*96·3*	*45·4*	*Nil*	*23·0*	*23·5*
	1933-34	106·3	45·9	Nil	22·0	22·4

* *Columns 23 to 27*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class I Railways for the years 1932-33 and 1933-34—contd.

Earnings from passengers carried including refunds (in thousands).					Average rate (in pies) charged per passenger per mile.					Railway.
1st. 28	2nd. 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						5' 6" gauge.
5,28	*6,87*	*12,65*	*1,24,38*	*1,49,18*	*18·2*	*8·82*	*3·94*	*3·28*	*3·54*	Bengal-Nagpur.
4,93	7,11	12,10	1,17,36	1,41,50	18·0	8·91	3·85	3·28	3·54	
7,22	*15,31*	*3,30*	*1,75,98*	*2,01,81*	*16·5*	*7·82*	*5·39*	*3·09*	*3·36*	Bombay, Baroda and Central India.
7,45	15,89	3,60	1,75,95	2,02,89	17·4	7·82	5·46	3·14	3·43	
3,46	*5,91*	*8,85*	*95,80*	*1,14,02*	*17·0*	*10·2*	*4·08*	*3·22*	*3·49*	Eastern-Bengal.
3,16	5,78	8,68	94,87	1,12,49	16·8	9·90	4·05	3·21	3·47	
12,30	*21,40*	*35,57*	*4,32,59*	*5,01,86*	*16·1*	*7·55*	*3·65*	*2·74*	*2·93*	East Indian.
12,16	19,90	33,68	4,14,96	4,80,70	16·4	7·41	3 58	2·70	2·89	
16,63	*24,86*	*6,99*	*†2,98,60*	*†3,47,08*	*19·4*	*†9·10*	*6·48*	*†3·49*	*†3·85*	Great Indian Peninsula.
16,35	22,85	6,97	2,87,26	3,33,43	18·9	9·14	6·35	3·54	3·89	
4,19	*7,05*	*5,59*	*1,33,20*	*1,50,03*	*21·7*	*10·1*	*5·89*	*3·77*	*4·04*	Madras and Southern Mahratta.
4,31	7,12	5,36	1,21,38	1,38,67	21·5	9·71	5·83	3·74	4·02	
92	*2,29*	*18*	*27,13*	*30,52*	*18·8*	*9·34*	*5·75*	*3·36*	*3·64*	Nizam's State.
91	2,21	19	27,52	30,83	19·9	9·60	6·08	3·36	3·63	
10,64	*20,71*	*26,29*	*4,16,17*	*4,73,81* (a)	*16·3*	*8·32*	*4·54*	*3·16*	*3·37*	North Western.
10,55	20,09	25,43	4,05,35	4,61,42	16·1	8·20	4·53	3·01	3·21	
1,40	*3,75*	*Nil*	*55,49*	*60,64*	*24·9*	*10·3*	*Nil*	*3·53*	*3·74*	South Indian.
1,13	3,64	Nil	53,68	58,45	20·2	9·97	Nil	3·42	3·61	
62,04	*1,08,15*	*99,42*	*†17,59,34*	*†20,28,95* (a)	*17·7*	*8·55*	*4·21*	*†3·15*	*†3·39*	Total 5' 6" gauge.
60,95	1,04,59	96,01	16,98,83	19,60,38	17·7	8·47	4·17	3·11	3·35	
										3' 3½" gauge.
1 41	*1,64*	*3,39*	*52,96*	*59,40*	*27·8*	*13·5*	*4·80*	*3·90*	*4·11*	Assam Bengal.
1,32	1,61	3,29	49,94	56,16	28·5	13·6	4·80	3·73	3·95	
87	*2,31*	*3,38*	*1,25,14*	*1,31,70*	*12·3*	*6·89*	*3·32*	*2·40*	*2·45*	Bengal and North Western.
99	2,38	3,47	1,17,90	1,24,74	12·4	6·74	3·39	2·23	2·30	
2,36	*6,39*	*20*	*1,82,41*	*1,91,36*	*19·4*	*9·93*	*4·55*	*3·24*	*3·40*	Bombay, Baroda and Central India.
2,09	5,89	17	1,63,74	1,71,89	18·6	9·87	4·49	3·33	3·44	
2,86	*5,68*	*Nil*	*84,77*	*93,31*	*17·8*	*8·01*	*Nil*	*3·37*	*3·58*	Burma.
2,86	4,97	Nil	78,76	86,59	19·2	8·56	Nil	3·41	3·63	

(a) Excludes a credit of Rs. 1,94 (000) received from the E. I. Railway on account of passengers carried over the Delhi-Ghaziabad section for the period April 1925 to May 1931 : this amount is included in statements 5 and 6.

† Revised figures.

12.—*Statement of Passenger Revenue Statistics of* **Class I Railways**

Railway. 21	Year. 22	* Average number of miles a passenger was carried. 1st. 23	2nd. 24	Inter. 25	3rd. 26	Total. 27
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1932-33*	*101·8*	*56·2*	*28·0*	*37·0*	*36·8*
	1933-34	100·2	59·5	27·2	36·4	36·1
Jodhpur	*1932-33*	*126·0*	*108·2*	*44·7*	*49·8*	*50·2*
	1933-34	111·3	101·0	43·4	47·6	47·9
Madras and Southern Mahratta	*1932-33*	*152·0*	*70·0*	*110·9*	*32·2*	*32·8*
	1933-34	142·6	73·9	103·1	31·3	31·8
Nizam's State	*1932-33*	*130·2*	*75·7*	*Nil*	*33·6*	*34·0*
	1933-34	127·1	74·4	Nil	34·7	35·1
Rohilkund & Kumaon	*1932-33*	*101·7*	*84·8*	*43·4*	*25·6*	*26·0*
	1933-34	98·7	77·9	42·2	25·4	25·8
South Indian	*1932-33*	*84·6*	*45·5*	*169·4*	*22·4*	*22·6*
	1933-34	81·8	42·6	168·6	21·7	21·9
TOTAL 3′ 3⅜″ GAUGE	*1932-33*	*103·3*	*59·4*	*45·3*	*29·8*	*30·2*
	1933-34	104·7	59·1	44·1	29·8	30·1
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	*1932-33*	*52·7*	*56·9*	*34·8*	*31·2*	*31·5*
	1933-34	54·4	53·8	34·6	30·9	31·1
Bombay, Baroda and Central India	*1932-33*	*Nil*	*21·2*	*Nil*	*14·1*	*14·1*
	1933-34	Nil	22·2	Nil	13·9	14·0
Eastern Bengal	*1932-33*	*5·27*	*12·7*	*8·28*	*8·54*	*8·55*
	1933-34	5·71	13·1	8·71	8·51	8·53
Great Indian Peninsula	*1932-33*	‡	*26·4*	‡	*16·9*	*16·9*
	1933-34	‡	25·9	‡	16·3	16·3
North-Western	*1932-33*	*61·2*	*55·3*	*33·7*	*31·7*	*32·2*
	1933-34	49·8	53·0	23·0	32·4	32·4
South Indian	*1932-33*	*32·2*	*Nil*	*Nil*	*16·1*	*16·1*
	1933-34	24·0	Nil	Nil	15·9	15·9
TOTAL 2′ 6″ AND 2′ 0″ GAUGES	*1932-33*	*57·6*	*46·2*	*32·5*	*22·1*	*22·4*
	1933-34	49·6	44·5	28·6	22·0	22·3
TOTAL CLASS I RAILWAYS	*1932-33*	*164·4*	*58·8*	*46·9*	*33·7*	*34·3*
	1933-34	166·6	57·7	47·1	33·7	34·4

* *Columns 23 to 27.*—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

‡ Included in the next column.

for he years 1932-33 and 1933-34—concld.

EARNINGS FROM PASSENGERS CARRIED INCLUDING REFUNDS (IN THOUSANDS).					AVERAGE RATE (IN PIES) CHARGED PER PASSENGER PER MILE.					Railway.
1st. 28	2nd 29	Inter. 30	3rd. 31	Total. 32	1st. 33	2nd. 34	Inter. 35	3rd. 36	Total. 37	38
Rs.	Rs.	Rs.	Rs.	Rs.						
										3′ 3¾″ GAUGE—*concld.*
92	*1,38*	*2,37*	*56,46*	*61,13*	*17·0*	*10·1*	*4·04*	*3·19*	*3·31*	Eastern Bengal.
96	1,46	2,57	54,73	59,72	16·7	9·78	4·01	3·19	3·31	
44	*1,45*	*99*	*29,48*	*32,36*	*21·7*	*11·0*	*4·98*	*3·75*	*3·94*	Jodhpur.
42	1,49	1,08	29,95	32,94	22·7	11·1	4·95	3·75	3·94	
1,26	*3,88*	*1,38*	*89,93*	*96,45*	*21·6*	*10·5*	*5·99*	*3·76*	*3·93*	Madras and Southern Mahratta.
1,22	3,80	1,26	81,47	87,75	21·0	10·3	5·97	3·73	3·91	
38	*1,25*	*Nil*	*26,90*	*28,53*	*16·1*	*7·72*	*Nil*	*2·98*	*3·09*	Nizam's State.
34	1,16	Nil	24,92	26,42	16·0	7·80	Nil	2·98	3·09	
49	*1,01*	*49*	*20,78*	*22,77*	*21·6*	*9·99*	*4·63*	*2·53*	*2·70*	Rohilkund and Kumaon.
48	95	53	21,59	23,55	21·4	9·96	4·51	2·51	2·66	
2,88	*8,47*	*40*	*1,88,08*	*1,99,83*	*21·9*	*9·13*	*7·61*	*3·42*	*3·55*	South Indian.
2,51	7,90	31	1,76,10	1,86,82	20·4	8·91	7·54	3·36	3·49	
13,87	*33,46*	*12,60*	*8,56,91*	*9,16,84*	*19·8*	*9·43*	*4·35*	*3·22*	*3·36*	TOTAL 3′ 3¾″ GAUGE.
13,19	31,61	12,68	7,99,10	8,56,58	19·5	9·46	4·32	3·17	3·30	
										2′ 6″ AND 2′ 0″ GAUGES.
8	*31*	*54*	*13,16*	*14,09*	*19·3*	*9·75*	*4·13*	*3·37*	*3·46*	Bengal-Nagpur.
7	29	49	11,90	12,75	18·5	9·55	4·04	3·11	3·21	
Nil	*8*	*Nil*	*4,97*	*5,05*	*Nil*	*16·5*	*Nil*	*3·30*	*3·34*	Bombay, Baroda and Central India.
Nil	9	Nil	4,70	4,79	Nil	16·0	Nil	3·19	3·24	
..	*3*	*1*	*1,08*	*1,12*	*17·0*	*14·2*	*3·99*	*3·77*	*3·84*	Eastern Bengal.
..	3	1	1,09	1,13	19·2	13·6	4·04	3·70	3·78	
‡	*3*	‡	*3,71*	*3,74*	‡	*12·8*	‡	*4·80*	*4·83*	Great Indian Peninsula.
‡	3	‡	3,05	3,08	‡	13·1		4·78	4·81	
70	*75*	*63*	*9,97*	*12,05*	*49·1*	*17·8*	*11·0*	*5·75*	*6·53*	North-Western.
53	67	50	9,36	11,06	34·0	14·7	9·35	5·28	5·86	
1	*Nil*	*Nil*	*1,26*	*1,27*	*12·5*	*Nil*	*Nil*	*3·43*	*3·44*	South Indian.
1	Nil	Nil	98	99	18·7	Nil	Nil	3·42	3·44	
79	*1,20*	*1,18*	*34,15*	*37,32*	*41·8*	*14·3*	*6·16*	*3·98*	*4·21*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
61	1,11	1,00	31,08	33,80	30·7	13·1	5·64	3·75	3·94	
76,70	*1,42,81*	*1,13,20*	†*26,50,40*	†*29,83,11* (a)	*18·2*	*8·77*	*4·24*	†*3·18*	†*3·39*	TOTAL CLASS I RAILWAYS.
74,75	1,37,31	1,09,69	25,29,01	28,50,76	18·0	8·71	4·20	3·13	3·34	

(a) see note (a) on page 97.

† Revised figures.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway	Year.	Tons originating on home line (whether local or foreign): Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a). Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.									
Bengal-Nagpur	*1932-33*	*4,192*	*944*	*699*	*717*	*4,330*	*10,882*	*1,140*	*12,022*
	1933-34	4,642	1,188	699	724	5,095	12,348	1,242	13,590
Bombay, Baroda and Central India.	*1932-33*	*1*	*Nil*	*12*	*280*	*2,377*	*2,670*	*1,286*	*3,956*
	1933-34	1	Nil	2	326	2,527	2,866	1,873	4,739
Eastern Bengal	*1932-33*	*4*	*1*	*4*	*175*	*1,340*	*1,524*	*2,292*	*3,816*
	1933-34	4	..	5	233	1,637	1,879	2,519	4,398
East Indian	*1932-33*	*6,932*	*2,028*	*1,372*	*1,203*	*4,440*	*15,975*	*3,245*	*19,220*
	1933-34	7,134	1,935	1,467	1,383	5,677	17,596	3,328	20,924
Great Indian Peninsula	*1932-33*	*719*	*Nil*	*259*	*1,047*	*4,496*	*6,521*	*2,979*	*9,500*
	1933-34	793	Nil	392	1,098	4,345	6,628	3,107	9,735
Madras and Southern Mahratta	*1932-33*	*44*	*Nil*	*79*	*343*	*1,152*	*1,618*	*1,530*	*3,148*
	1933-34	61	Nil	9	462	1,277	1,809	1,675	3,484
Nizam's State	*1932-33*	*366*	*226*	*145*	*166*	*349*	*1,252*	*369*	*1,621*
	1933-34	311	242	140	208	390	1,291	404	1,695
North-Western (Commercial).	*1932-33*	*27*	*2*	*36*	*1,494*	*5,883*	*7,442*	*3,496*	*10,938*
	1933-34	20	1	21	1,652	5,853	7,547	3,821	11,368
North-Western (Military)	*1932-33*	*46*	*Nil*	*3*	*199*	*865*	*1,113*	*829*	*1,942*
	1933-34	40	Nil	4	171	1,007	1,222	852	2,074
North-Western (Total)	*1932-33*	*73*	*2*	*39*	*1,693*	*6,748*	*8,555*	*2,708*	*11,263*
	1933-34	60	1	25	1,823	6,860	8,769	3,081	11,850
South Indian	*1932-33*	*Nil*	*Nil*	*28*	*109*	*966*	*1,103*	*650*	*1,753*
	1933-34	Nil	Nil	21	113	833	967	652	1,619
TOTAL 5′ 6″ GAUGE	*1932-33*	*12,331*	*3,201*	*2,637*	*5,733*	*26,198*	*50,100*	*(a)16,199*	*(a)66,299*
	1933-34	13,006	3,366	2,770	6,370	28,641	54,153	(a) 17,881	(a) 72,034
3′ 3⅜″ GAUGE.									
Assam-Bengal	*1932-33*	*29*	*5*	*52*	*89*	*941*	*1,116*	*275*	*1,391*
	1933-34	28	3	15	190	955	1,191	324	1,515
Bengal and North-Western	*1932-33*	*5*	*Nil*	*38*	*640*	*2,093*	*2,776*	*1,211*	*3,987*
	1933-34	10	Nil	39	682	2,456	3,187	1,197	4,384
Bombay, Baroda and Central India.	*1932-33*	*1*	*Nil*	*6*	*338*	*1,145*	*1,490*	*1,697*	*3,187*
	1933-34	1	Nil	6	268	1,132	1,407	1,975	3,382
Burma	*1932-33*	*45*	*1*	*176*	*1,012*	*2,215*	*3,449*	*Nil*	*3,449*
	1933-34	55	1	199	1,384	2,382	4,021	Nil	4,021

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1932-33 and 1933-34 (In thousands).

Tons carried (a).							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 11+12+13+14+15.)	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									5′ 6″ GAUGE.
4,703	*995*	*698*	*811*	*4,815*	*12,022*	*12,362*	*8,663*	*250*	Bengal-Nagpur.
5,126	1,259	701	829	5,675	13,590	13,987	9,836	255	
311	*6*	*170*	*498*	*2,971*	*3,956*	*6,298*	*3,053*	*243*	Bombay, Baroda and Central India.
749	20	172	606	3,192	4,739	7,145	3,649	293	
1,109	*61*	*242*	*244*	*2,160*	*3,816*	*4,608*	*2,868*	*491*	Eastern Bengal.
1,158	100	248	325	2,567	4,398	5,084	3,392	546	
7,581	*2,566*	*1,373*	*1,782*	*5,918*	*19,220*	*19,220*	*13,358*	*873*	East Indian.
7,866	2,424	1,467	1,954	7,213	20,924	20,924	14,071	1,103	
1,271	*186*	*688*	*1,634*	*5,721*	*9,500*	*9,518*	*7,124*	*522*	Great Indian Peninsula.
1,388	245	754	1,663	5,685	9,735	9,768	6,998	735	
209	*110*	*370*	*633*	*1,826*	*3,148*	*4,943*	*2,231*	*281*	Madras and Southern Maratta.
188	182	395	795	1,924	3,484	5,435	2,590	283	
371	*226*	*145*	*292*	*587*	*1,621*	*2,003*	*672*	*169*	Nizam's State.
320	242	140	345	648	1,695	2,139	711	220	
856	*2*	*927*	*1,935*	*7,218*	*10,938*	†	*9,348*	†	North-Western (Commercial).
984	1	937	2,074	7,372	11,368	†	9,724	‡	
123	*Nil*	*111*	*335*	*1,373*	*1,942*	†	*1,916*	‡	North-Western (Military).
144	Nil	108	317	1,505	2,074	†	1,112	†	
883	*2*	*930*	*1,921*	*7,527*	*11,263*	*11,407*	*10,364*	*138*	North-Western (Total).
1,003	1	940	2,074	7,832	11,850	11,981	10,836	177	
19	*Nil*	*96*	*344*	*1,294*	*1,753*	*4,351*	*1,369*	*140*	South Indian.
8	Nil	89	356	1,166	1,619	4,399	1,187	147	
(a) 16,457	*(a) 4,152*	*(a) 4,712*	*(a) 8,159*	*(a) 32,819*	*(a) 66,299*		*49,702*	*3,107*	TOTAL 5′ 6″ GAUGE.
(a) 17,806	(a) 4,473	(a) 4,906	(a) 8,947	(a) 35,902	(a) 72,034		53,270	3,759	
									3′ 3½″ GAUGE.
114	*10*	*77*	*131*	*1,059*	*1,391*	*1,391*	*1,142*	*16*	Assam-Bengal.
111	9	88	226	1,081	1,515	1,515	1,240	10	
314	..	*240*	*877*	*2,556*	*3,987*	*3,987*	*3,361*	*31*	Bengal and North-Western.
276	..	250	908	2,950	4,384	4,384	3,581	43	
121	*64*	*208*	*606*	*2,188*	*3,187*	*	*2,660*	*510*	Bombay, Baroda and Central India.
248	68	191	643	2,232	3,382	*	2,062	679	
45	*1*	*176*	*1,012*	*2,215*	*3,449*	*3,449*	*3,449*	*Nil*	Burma.
55	1	199	1,384	2,382	4,021	4,021	4,021	Nil	

are considered as two or more separate consignments, but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge. † Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Tons originating on home line (whether local or foreign). Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores.)	Total. (Columns 3+4+5+6+7.)	(a). Other traffic.	(a) Total. (Columns 8+9.)
1	2	3	4	5	6	7	8	9	10
5′ 3½″ GAUGE—*contd.*									
Eastern Bengal	*1932-33*	*Nil*	*1*	*7*	*211*	*719*	*938*	*952*	*1,890*
	1933-34	1	Nil	8	164	797	970	1,062	2,032
Jodhpur	*1932-33*	*1*	*Nil*	*2*	*58*	*486*	*547*	*293*	*840*
	1933-34	..	Nil	2	122	464	588	288	876
Madras and Southern Mahratta.	*1932-33*	*9*	*14*	*146*	*450*	*1,015*	*1,634*	*703*	*2,337*
	1933-34	10	13	156	603	1,007	1,789	782	2,571
Nizam's State	*1932-33*	..	*Nil*	..	*158*	*180*	*338*	*267*	*605*
	1933-34	..	Nil	..	190	237	427	257	684
Rohilkund and Kumaon	*1932-33*	*Nil*	*Nil*	*45*	*98*	*785*	*928*	*123*	*1,051*
	1933-34	1	Nil	42	116	924	1,083	154	1,237
South Indian	*1932-33*	*57*	*Nil*	*176*	*595*	*1,978*	*2,806*	*291*	*3,097*
	1933-34	64	..	125	666	2,140	2,995	347	3,342
TOTAL 5′ 3½″ GAUGE	*1932-33*	*147*	*21*	*648*	*3,649*	*11,557*	*16,022*	*(a) 5,812*	*(a) 21,834*
	933-34	170	17	592	4,385	12,494	17,658	(a) 6,386	(a) 24,044
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal-Nagpur	*1932-33*	*48*	*1*	*46*	*104*	*286*	*485*	*122*	*607*
	1933-34	47	1	48	85	376	557	140	697
Bombay, Baroda and Central India.	*1932-33*	*Nil*	*Nil*	*Nil*	*19*	*138*	*157*	*56*	*213*
	1933-34	Nil	Nil	Nil	22	138	160	66	226
Eastern Bengal	*1932-33*	..	*Nil*	*Nil*	..	*3*	*3*	*1*	*4*
	1933-34	..	Nil	Nil	..	2	2	1	3
Great Indian Peninsula	*1932-33*	*Nil*	*Nil*	*Nil*	*20*	*64*	*84*	*70*	*154*
	1933-34	*Nil*	Nil	Nil	13	82	95	63	158
North-Western (Commercial)	*1932-33*	*33*	*Nil*	*14*	*71*	*107*	*225*	*134*	*359*
	1933-34	44	Nil	15	84	116	259	129	388
North-Western (Military)	*1932-33*	*Nil*	*Nil*	*4*	*2*	*47*	*53*	*36*	*89*
	1933-34	..	..	2	2	31	35	41	76
North-Western (Total)	*1932-33*	*33*	*Nil*	*18*	*73*	*154*	*278*	*146*	*424*
	1933-34	44	..	17	86	147	294	146	440
South Indian	*1932-33*	*Nil*	*Nil*	*Nil*	*13*	*21*	*34*	*15*	*49*
	1933-34	Nil	Nil	..	14	18	32	15	47
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1932-33*	*81*	*1*	*64*	*229*	*666*	*1,041*	*(a) 410*	*(a) 1,451*
	1933-34	91	1	65	220	763	1,140	(a) 431	(a) 1,571
TOTAL CLASS I RAILWAYS	*1932-33*	*12,559*	*3,223*	*3,349*	*9,611*	*38,421*	*67,163*	*(a) 22,421*	*(a) 89,584*
	1933-34	13,267	3,384	3,427	10,975	41,898	72,951	(a) 24,698	(a) 97,649

(a) Columns 9 to 16.—In these totals consignments passing over two or more railways or two or more gauges on the same railway only on each railway system.

for the years 1932-33 and 1933-34 (In thousands)—contd.

Tons carried. (a)							Tons terminating.	Tons of cross traffic.	Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total (Columns 11+12+13+14+15).	(a) On the system.			
11	12	13	14	15	16	17	18	19	20
									3′ 3⅜″ GAUGE—*contd.*
231	*39*	*97*	*321*	*1,202*	*1,890*	*	*809*	*447*	Eastern Bengal.
247	80	93	302	1,310	2,032	*	861	512	
9	*Nil*	*42*	*167*	*622*	*840*	*840*	*573*	*120*	Jodhpur.
12	Nil	46	211	607	876	876	470	104	
30	*46*	*149*	*678*	*1,434*	*2,337*	*	*1,737*	*96*	Madras and Southern Mahratta.
34	45	159	903	1,430	2,571	*	1,902	104	
61	..	*36*	*215*	*293*	*605*	*	*348*	*83*	Nizam's State.
31	33	35	243	342	684	*	373	81	
20	*Nil*	*45*	*106*	*880*	*1,051*	*1,051*	*722*	*2*	Rohilkund and Kumaon.
28	Nil	42	123	1,044	1,237	1,237	911	2	
62	..	*177*	*669*	*2,189*	*3,097*	*	*2,797*	*8*	South Indian.
66	..	172	734	2,370	3,342	*	2,927	9	
(a) *1,007*	(a) *160*	(a) *1,247*	(a) *4,782*	(a) *14,638*	(a) *21,834*		*16,998*	*1,313*	TOTAL 3′ 3⅜″ GAUGE.
(a) 1,108	(a) 236	(a) 1,275	(a) 5,677	(a) 15,748	(a) 24,044		18,348	1,544	
									2′ 6″ AND 2′ 0″ GAUGES.
68	*1*	*46*	*124*	*368*	*607*	*	*457*	7	Bengal-Nagpur.
74	1	49	108	465	697	*	534	6	
4	*Nil*	*1*	*34*	*174*	*213*	*	*101*	*3*	Bombay, Baroda and Central India.
7	Nil	1	43	175	226	*	99	4	
..	*Nil*	*Nil*	..	*4*	*4*	*	*2*	*Nil*	Eastern Bengal.
..	Nil	Nil	..	3	3	*	1	Nil	
10	*Nil*	*Nil*	*44*	*100*	*154*	*	*88*	*Nil*	Great Indian Peninsula.
11	Nil	Nil	28	119	158	*	96	Nil	
44	*Nil*	*14*	*92*	*209*	*359*	*	*218*	†	North-Western (Commercial).
58	Nil	15	103	212	388	*	215	†	
3	*Nil*	*6*	*7*	*73*	*89*	*	*70*	†	North-Western (Military).
3	..	4	9	60	76	*	63	†	
45	*Nil*	*18*	*97*	*264*	*424*	*	*288*	†	North-Western (Total).
58	..	18	109	255	440	*	278	†	
Nil	*Nil*	..	*16*	*33*	*49*	*	*18*	*Nil*	South Indian.
Nil	Nil	..	18	29	47	*	18	Nil	
(a) *127*	(a) *1*	(a) *65*	(a) *315*	(a) *943*	(a) *1,451*		*954*	*10*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
(a) 150	(a) 1	(a) 68	(a) 306	(a) 1,046	(a) 1,571		1,026	10	
(a) *17,591*	(a) *4,313*	(a) *6,024*	(a) *13,256*	(a) *48,400*	(a) *89,584*	*85,404*	*67,654*	*4,430*	TOTAL CLASS I RAILWAYS.
(a) 19,064	(a) 4,710	(a) 6,249	(a) 14,930	(a) 52,696	(a) 97,649	92,395	72,644	5,313	

are considered as two or more separate consignments but in column 17 each consignment is considered to have performed one journey

* Shown under 5′ 6″ gauge.

† Not required.

13.—Statement of Goods Revenue Statistics of Class I Railways.

Railway.	Year.	Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total (Columns 23+24+25+26+27).
21	22	23	24	25	26	27	28
5′ 6″ GAUGE.							
Bengal-Nagpur	*1932-33*	*685,454*	*209,081*	*129,527*	*156,808*	*784,388*	*1,965,258*
	1933-34	701,047	290,790	129,387	150,933	992,628	2,264,785
Bombay, Baroda and Central India.	*1932-33*	*117,564*	*1,289*	*53,038*	*95,903*	*513,647*	*781,441*
	1933-34	227,042	4,822	54,785	123,519	549,600	956,768
Eastern Bengal	*1932-33*	*85,053*	*10,262*	*35,742*	*18,988*	*252,793*	*402,838*
	1933-34	86,652	16,339	34,722	31,169	314,173	483,055
East Indian	*1932-33*	*1,926,824*	*1,300,378*	*365,770*	*582,511*	*1,103,595*	*5,279,078*
	1933-34	2,080,453	1,197,658	380,203	638,831	1,282,921	5,580,066
Great Indian Peninsula . .	*1932-33*	*374,749*	*80,088*	*228,096*	*483,082*	*1,052,434*	*2,218,449*
	1933-34	408,511	100,663	259,821	487,738	1,137,500	2,394,233
Madras and Southern Mahratta .	*1932-33*	*49,508*	*60,060*	*60,993*	*102,719*	*286,714*	*559,994*
	1933-34	33,149	98,706	103,658	140,507	294,552	670,572
Nizam's State	*1932-33*	*67,426*	*28,889*	*20,577*	*45,459*	*77,673*	*240,024*
	1933-34	59,922	26,941	18,072	55,182	83,406	243,523
North-Western (Commercial) .	*1932-33*	*202,283*	*67*	*324,368*	*469,139*	*1,091,824*	*2,087,681*
	1933-34	212,749	15	340,021	408,386	1,170,155	2,131,326
North-Western (Military) . .	*1932-33*	*11,503*	Nil	*16,680*	*28,149*	*128,187*	*184,519*
	1933-34	13,037	1	17,016	27,496	127,117	184,667
North-Western (Total) . .	*1932-33*	*213,786*	*67*	*341,048*	*497,288*	*1,220,011*	*2,272,200*
	1933-34	225,786	16	357,037	435,882	1,297,272	2,315,993
South Indian	*1932-33*	*2,850*	..	*9,514*	*36,712*	*112,182*	*161,258*
	1933-34	1,054	..	13,876	34,855	107,078	156,863
TOTAL 5′ 6″ GAUGE .	*1932-33*	*3,523,214*	*1,690,114*	*1,244,305*	*2,019,470*	*5,403,437*	*13,880,540*
	1933-34	3,823,616	1,735,935	1,348,561	2,098,616	6,059,130	15,065,858
3′ 3½″ GAUGE.							
Assam-Bengal	*1932-33*	*12,301*	*1,142*	*9,343*	*20,890*	*168,684*	*212,360*
	1933-34	11,990	1,526	13,007	35,626	177,501	239,650
Bengal and North Western . .	*1932-33*	*44,042*	*9*	*35,823*	*109,590*	*343,378*	*532,842*
	1933-34	38,180	11	39,364	111,149	390,730	579,434
Bombay, Baroda and Central India	*1932-33*	*27,741*	*14,320*	*53,311*	*107,003*	*380,470*	*582,845*
	1933-34	37,165	12,960	47,566	132,045	395,305	625,041
Burma	*1932-33*	*23,752*	*183*	*35,891*	*133,847*	*339,358*	*533,031*
	1933-34	29,553	393	39,831	175,518	379,484	624,779

for the years 1932-33 and 1933-34 (In thousands)—contd.

*Average miles a ton of goods was carried.							
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	Railway.
29	30	31	32	33	34	35	36
							5′ 6″ GAUGE.
147	*210*	*185*	*193½*	*163*	*158*	*164*	Bengal Nagpur.
138	231	185	182	175	156	167	
378	*216*	*312*	*193*	*173*	*375*	*198*	Bombay, Baroda and Central India.
303	242	300	204	172	302	202	
77	*170*	*148*	*78*	*117*	*81*	*106*	Eastern Bengal.
75	164	140	96	122	82	110	
254	*507*	*267*	*327*	*189*	*318*	*276*	East Indian.
265	494	259	327	179	319	267	
295	*431*	*332*	*296*	*186*	*312*	*235*	Great Indian Peninsula.
294	410	344	293	202	312	247	
237	*546*	*165*	*162*	*157*	*343*	*178*	Madras and Southern Mahratta.
176	542	262	177	153	356	192	
182	*128*	*142*	*156*	*132*	*161*	*148*	Nizam's State.
187	111	129	160	129	155	144	
237	*33*	*350*	*243*	*156*	*236*	*194*	North Western (Commercial).
217	17	363	197	164	216	191	
93	*Nil*	*150*	*84*	*95*	*93*	*96*	North Western (Military).
90	32	157	87	87	90	91	
242	*33*	*367*	*259*	*167*	*242*	*206*	North Western (Total).
226	17	380	210	171	225	200	
147	*2*	*99*	*107*	*87*	*147*	*92*	South Indian.
139	94	155	98	92	139	97	
**214*	**407*	**264*	**248*	**165*	**253*	**209*	TOTAL 5′ 6″ GAUGE.
*215	*388	*275	*235	*169	*250	*209	
							3′ 3⅜″ GAUGE.
108	*118*	*122*	*159*	*160*	*109*	*153*	Assam-Bengal.
108	169	148	158	165	113	159	
140	*41*	*150*	*125*	*134*	*140*	*134*	Bengal and North Western.
138	39	158	122	133	138	132	
229	*225*	*256*	*177*	*174*	*228*	*183*	Bombay, Baroda and Central India.
150	192	249	205	177	159	185	
522	*316*	*205*	*132*	*153*	*520*	*155*	Burma.
534	393	201	127	159	531	155	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—*Statement of Goods Revenue Statistics of Class I Railways*

Railway.	Year.	Net ton miles. Coal for the public.	Coal for foreign Railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other Commodities (including other revenue stores).	Total. (Columns 23+24+25+26+27.)
21	22	23	24	25	26	27	28
3′ 3⅜″ GAUGE—*contd.*							
Eastern Bengal	*1932-33*	*30,780*	*6,325*	*9,727*	*34,398*	*124,691*	*205,921*
	1933-34	32,567	10,654	8,927	33,554	139,739	225,441
Jodhpur	*1932-33*	*1,010*	*Nil*	*8,804*	*39,029*	*59,030*	*107,873*
	1933-34	2,006	Nil	10,043	37,892	62,480	112,421
Madras and Southern Mahratta	*1932-33*	*3,066*	*12,485*	*52,588*	*121,737*	*222,888*	*412,764*
	1933-34	3,752	14,019	47,849	163,201	216,454	445,275
Nizam's State	*1932-33*	*11,519*	*6*	*6,970*	*31,863*	*34,298*	*84,656*
	1933-34	6,029	6,072	6,943	30,494	35,670	85,118
Rohilkund and Kumaon	*1932-33*	*827*	*Nil*	*1,124*	*8,868*	*77,179*	*87,998*
	1933-34	1,270	Nil	1,073	9,258	77,438	89,039
South Indian	*1932-33*	*4,390*	*8*	*16,527*	*69,814*	*172,926*	*263,665*
	1933-34	4,408	..	22,521	75,354	187,722	290,005
TOTAL 3′ 3⅜″ GAUGE	*1932-33*	*159,428*	*34,478*	*230,108*	*677,039*	*1,922,902*	*3,023,955*
	1933-34	166,920	45,635	237,124	804,001	2,062,523	3,316,203
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1932-33*	*6,304*	*76*	*5,636*	*8,643*	*19,763*	*40,422*
	1933-34	7,103	108	6,214	7,485	23,570	44,480
Bombay, Baroda and Central India.	*1932-33*	*119*	*Nil*	*11*	*860*	*3,528*	*4,518*
	1933-34	236	Nil	16	1,057	3,591	4,900
Eastern Bengal	*1932-33*	*Nil*	*Nil*	*Nil*	..	*72*	*72*
	1933-34	1	Nil	Nil	..	46	47
Great Indian Peninsula	*1932-33*	*397*	*Nil*	*Nil*	*1,964*	*3,813*	*6,174*
	1933-34	410	Nil	Nil	1,386	4,221	6,017
North Western (Commercial)	*1932-33*	*1,520*	*Nil*	*665*	*3,897*	*9,636*	*15,718*
	1933-34	1,974	Nil	699	4,104	9,251	16,028
North Western (Military)	*1932-33*	*148*	*Nil*	*555*	*458*	*3,927*	*5,088*
	1933-34	197	1	353	606	3,559	4,716
North Western (Total)	*1932-33*	*1,668*	*Nil*	*1,220*	*4,355*	*13,563*	*20,806*
	1933-34	2,171	1	1,052	4,710	12,810	20,744
South Indian	*1932-33*	*Nil*	*Nil*	*4*	*582*	*942*	*1,528*
	1933-34	Nil	Nil	2	563	842	1,407
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1932-33*	*8,488*	*76*	*6,871*	*16,404*	*41,681*	*73,520*
	1933-34	9,921	109	7,284	15,201	45,080	77,595
TOTAL CLASS I RAILWAYS	*1932-33*	*3,691,130*	*1,724,668*	*1,481,284*	*2,712,913*	*7,368,020*	*16,978,015*
	1933-34	4,000,457	1,781,679	1,592,969	2,917,818	8,166,733	18,459,656

for the years 1932-33 and 1933-34 (In thousands)—contd.

*Average miles a ton of goods was carried.							Railway.
Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
29	30	31	32	33	34	35	36
							3′ 3⅜″ GAUGE—*contd.*
133	*161*	*100*	*107*	*104*	*137*	*109*	Eastern Bengal.
132	134	96	111	107	132	111	
115	*Nil*	*208*	*233*	*95*	*115*	*128*	Jodhpur.
159	Nil	219	179	103	159	128	
102	*275*	*352*	*180*	*155*	*206*	*177*	Madras and Southern Mahratta.
110	312	301	181	151	225	173	
188	*245*	*194*	*148*	*117*	*188*	*140*	Nizam's State.
195	185	198	125	104	190	125	
41	*Nil*	*25*	*83*	*88*	*41*	*84*	Rohilkund & Kumaon.
45	Nil	25	75	74	45	72	
71	*112*	*94*	*104*	*79*	*71*	*85*	South Indian.
67	13	130	103	79	67	87	
**158*	**216*	**185*	**142*	**131*	**166*	**139*	TOTAL 3′ 3⅜″ GAUGE.
*151	*193	*186	*142	*131	*158	*138	
							2′ 6″ AND 2′ 0″ GAUGES.
93	*120*	*122*	*69*	*54*	*93*	*67*	Bengal-Nagpur.
96	126	127	69	51	96	64	
28	*Nil*	*20*	*26*	*20*	*28*	*21*	Bombay, Baroda and Central India.
31	Nil	29	25	21	31	22	
14	*Nil*	*Nil*	*14*	*18*	*14*	*18*	Eastern Bengal.
16	Nil	Nil	19	19	16	18	
40	*Nil*	*Nil*	*44*	*38*	*40*	*40*	Great Indian Peninsula.
37	Nil	Nil	49	36	37	38	
34	*Nil*	*48*	*42*	*46*	*34*	*44*	North Western (Commercial).
34	Nil	46	40	44	34	42	
52	*Nil*	*89*	*71*	*55*	*52*	*58*	North Western (Military).
60	46	81	72	59	59	62	
37	*Nil*	*67*	*45*	*52*	*37*	*49*	North Western (Total).
37	46	60	43	51	37	47	
Nil	*Nil*	*27*	*38*	*29*	*Nil*	*31*	South Indian.
Nil	Nil	20	33	29	Nil	30	
**67*	**120*	**106*	**52*	**44*	**67*	**51*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
*66	*109	*107	*50	*43	*66	*49	
**210*	**400*	**246*	**205*	**152*	**247*	**190*	TOTAL CLASS I RAILWAYS.
*210	*378	*255	*195	*155	*243	*189	

*Columns 29 to 35.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

13.—Statement of Goods Revenue Statistics of Class I Railways

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41+42+43.)
37	38	39	40	41	42	43	44
5′ 6″ GAUGE.		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal-Nagpur	*1932-33*	*1,05,92*	*27,78*	*16,53*	*80,42*	*2,35,35*	*4,66,00*
	1933-34	1,24,99	38,24	16,51	78,14	2,75,56	5,33,44
Bombay, Baroda and Central India	*1932-33*	*13,66*	*15*	*4,97*	*44,43*	*2,94,36*	*3,57,57*
	1933-34	27,84	57	4,85	57,03	3,05,59	3,95,88
Eastern Bengal	*1932-33*	*19,35*	*1,81*	*5,30*	*8,25*	*1,46,02*	*1,80,73*
	1933-34	19,58	2,65	5,15	12,35	1,58,89	1,98,62
East Indian	*1932-33*	*3,22,82*	*1,64,78*	*47,15*	*1,64,68*	*4,32,51*	*11,31,94*
	1933-34	3,46,54	1,51,78	48,82	1,77,25	4,80,09	12,04,48
Great Indian Peninsula	*1932-33*	*48,29*	*9,31*	*27,65*	*1,87,01*	*5,06,68*	*7,78,94*
	1933-34	52,96	12,40	30,30	1,92,35	5,31,27	8,19,28
Madras and Southern Mahratta	*1932-33*	*9,80*	*7,71*	*7,70*	*54,11*	*1,49,80*	*2,29,12*
	1933-34	7,36	9,62	13,00	69,09	1,54,06	2,53,13
Nizam's State	*1932-33*	*14,86*	*7,44*	*2,59*	*21,36*	*40,83*	*87,08*
	1933-34	13,52	6,28	2,28	23,86	45,33	91,27
North Western (Commercial)	*1932-33*	*23,26*	*1*	*38,49*	*1,80,48*	*5,09,90*	*7,52,14*
	1933-34	25,46	..	37,42	1,69,04	5,88,57	8,20,49
North Western (Military)	*1932-33*	*1,36*	..	*1,94*	*10,90*	*53,02*	*67,22*
	1933-34	1,60	..	1,88	11,40	57,17	72,05
North Western (Total)	*1932-33*	*24,62*	*1*	*40,43*	*1,91,38*	*5,62,92*	*8,19,36*
	1933-34	27,06	..	39,30	1,80,44	6,45,74	8,92,54
South Indian	*1932-33*	*90*	*Nil*	*1,61*	*20,73*	*67,37*	*90,61*
	1933-34	35	Nil	2,39	21,09	63,99	87,82
TOTAL 5′ 6″ GAUGE	*1932-33*	*5,60,22*	*2,18,99*	*1,53,93*	*7,72,37*	*24,35,84*	*41,41,35*
	1933-34	6,20,20	2,21,54	1,62,60	8,11,60	26,60,52	44,76,46
3′ 3¾″ GAUGE.							
Assam-Bengal	*1932-33*	*3,51*	*25*	*1,12*	*10,15*	*77,05*	*92,08*
	1933-34	3,39	22	1,73	16,22	76,44	98,00
Bengal and North Western	*1932-33*	*10,25*	..	*4,92*	*51,84*	*1,32,49*	*1,99,50*
	1933-34	8,71	..	5,34	51,82	1,45,73	2,11,60
Bombay, Baroda and Central India	*1932-33*	*3,52*	*1,85*	*5,00*	*47,70*	*2,05,57*	*2,63,64*
	1933-34	5,19	1,60	4,46	54,08	2,11,38	2,76,71
Burma	*1932-33*	*5,09*	*2*	*4,61*	*69,78*	*1,37,84*	*2,17,34*
	1933-34	6,32	5	5,14	93,86	1,46,66	2,52,03

for the years 1932-33 and 1933-34 (In thousands)—contd.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							5′ 6″ GAUGE.
2·85	*2·55*	*2·45*	*9·81*	*5·68*	*2·78*	*4·48*	Bengal-Nagpur.
3·31	2·52	2·45	9·90	5·25	3·08	4·45	
2·23	*2·19*	*1·79*	*8·89*	*11·0*	*2·23*	*8·79*	Bombay, Baroda and Central India.
2·35	2·26	1·80	8·86	10·7	2·35	7·94	
4·37	*3·40*	*2·85*	*8·34*	*11·1*	*4·26*	*8·61*	Eastern Bengal.
4·34	3·12	2·85	7·60	9·71	4·14	7·89	
3·22	*2·43*	*2·47*	*5·43*	*7·52*	*2·90*	*4·12*	East Indian.
3·20	2·43	2·47	5·33	7·18	2·92	4·14	
2·47	*2·23*	*2·33*	*7·43*	*9·24*	*2·43*	*6·74*	Great Indian Peninsula.
2·49	2·37	2·24	7·57	8·97	2·46	6·57	
3·80	*2·46*	*2·42*	*10·1*	*10·0*	*3·07*	*7·85*	Madras and Southern Mahratta.
4·26	1·87	2·41	9·44	10·0	2·47	7·25	
4·23	*4·94*	*2·42*	*9·02*	*10·1*	*4·44*	*6·97*	Nizam's State.
4·33	4·48	2·42	8·30	10·4	4·38	7·20	
2·21	*2·44*	*2·28*	*7·39*	*8·96*	*2·21*	*6·91*	North Western (Commercial).
2·30	2·47	2·11	7·95	9·65	2·30	7·39	
2·27	*Nil*	*2·23*	*7·44*	*7·93*	*2·27*	*6·99*	North Western (Military).
2·35	3·87	2·13	7·96	8·62	2·35	7·48	
2·21	*2·44*	*2·27*	*7·39*	*8·85*	*2·21*	*6·92*	North Western (Total).
2·31	2·53	2·11	7·95	9·55	2·30	7·40	
4·83	*13·5*	*2·44*	*10·8*	*10·6*	*4·83*	*10·1*	South Indian.
5·17	2·04	2·49	11·6	11·5	5·17	10·7	
3·05	*2·49*	*2·38*	*7·34*	*8·66*	*2·87*	*5·73*	TOTAL 5′ 6″ GAUGE.
3·11	2·45	2·32	7·43	8·43	2·91	5·70	
							3′ 3⅜″ GAUGE.
5·27	*4·31*	*2·28*	*9·31*	*8·70*	*5·19*	*8·26*	Assam Bengal.
5·23	2·76	2·42	8·70	8·21	4·95	7·78	
4·47	*2·46*	*2·63*	*9·08*	*7·41*	*4·47*	*7·19*	Bengal and North Western.
4·38	2·15	2·61	8·95	7·16	4·38	7·01	
2·43	*2·48*	*1·80*	*8·56*	*10·4*	*2·45*	*8·68*	Bombay, Baroda and Central India.
2·68	2·37	1·80	7·86	10·3	2·60	8·50	
4·12	*2·48*	*2·47*	*9·98*	*7·77*	*4·10*	*7·81*	Burma.
4·11	2·48	2·48	10·2	7·40	4·09	7·73	

13.—*Statement of Goods Revenue Statistics of* **Class I Railways**

Railway.	Year.	Earnings from goods carried including refunds (in thousands).					
		Coal for the public.	Coal for foreign railways and home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total. (Columns 39+40+41 +42+43.)
37	38	39	40	41	42	43	44
3′ 3⅜″ GAUGE—*contd.*		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Eastern Bengal	*1932-33*	*6,98*	*1,09*	*1,45*	*15,35*	*73,15*	*98,02*
	1933-34	7,32	1,74	1,34	13,80	80,98	1,05,18
Jodhpur	*1932-33*	*15*	*Nil*	*1,00*	*13,14*	*29,41*	*43,70*
	1933-34	27	Nil	1,17	14,52	34,45	50,41
Madras and Southern Mahratta	*1932-33*	*91*	*1,78*	*5,49*	*73,23*	*1,15,46*	**1,96,87*
	1933-34	1,09	1,93	4,92	98,21	1,17,03	*2,23,18
Nizam's State	*1932-33*	*2,38*	..	*92*	*14,30*	*23,27*	*40,87*
	1933-34	1,47	1,02	90	14,63	25,59	43,61
Rohilkund and Kumaon	*1932-33*	*18*	*Nil*	*14*	*4,57*	*30,05*	*34,94*
	1933-34	26	Nil	14	4,99	32,92	38,31
South Indian	*1932-33*	*1,32*	..	*2,23*	*43,10*	*1,08,75*	*1,55,40*
	1933-34	1,35	..	3,00	45,19	1,11,21	1,60,75
TOTAL 3′ 3⅜″ GAUGE	*1932-33*	*34,29*	*4,99*	*26,88*	*3,43,16*	*9,33,04*	*13,42,36*
	1933-34	35,37	6,56	28,14	4,07,32	9,82,39	14,59,78
2′ 6″ AND 2′ 0″ GAUGES.							
Bengal-Nagpur	*1932-33*	*1,84*	*1*	*72*	*4,77*	*9,82*	*17,16*
	1933-34	1,97	2	79	4,20	10,87	17,85
Bombay, Baroda and Central India.	*1932-33*	*4*	*Nil*	..	*1,00*	*3,41*	*4,45*
	1933-34	10	Nil	..	1,25	3,50	4,85
Eastern Bengal	*1932-33*	*Nil*	*Nil*	*Nil*	..	*4*	*4*
	1933-34	Nil	Nil	Nil	..	4	4
Great Indian Peninsula	*1932-33*	*12*	*Nil*	*Nil*	*1,58*	*4,74*	*6,44*
	1933-34	13	Nil	Nil	96	4,62	5,71
North Western (Commercial)	*1932-33*	*68*	*Nil*	*21*	*3,21*	*10,73*	*14,83*
	1933-34	83	Nil	16	3,37	9,81	14,17
North Western (Military)	*1932-33*	*3*	*Nil*	*13*	*29*	*2,03*	*2,48*
	1933-34	4	..	8	39	2,07	2,58
North Western (Total)	*1932-33*	*71*	*Nil*	*34*	*3,50*	*12,76*	*17,31*
	1933-34	87	..	24	3,76	11,88	16,75
South Indian	*1932-33*	*Nil*	*Nil*	..	*38*	*87*	*1,25*
	1933-34	Nil	Nil	..	36	78	1,14
TOTAL 2′ 6″ & 2′ 0″ GAUGES	*1932-33*	*2,71*	*1*	*1,06*	*11,23*	*31,64*	*46,65*
	1933-34	3,07	2	1,03	10,53	31,69	46,34
TOTAL CLASS I RAILWAYS	*1932-33*	*5,97,22*	*2,23,99*	*1,81,87*	*11,26,76*	*34,00,52*	*55,30,36*
	1933-34	6,58,64	2,26,12	1,91,77	12,29,45	36,74,60	59,82,58

* Includes Mormugoa Harbour receipt.

for the years 1932-33 and 1933-34 (In thousands)—concld.

Average rate (in pies) charged for carrying a ton of goods one mile.							Railway.
Coal for the public.	Coal for foreign railways & home line construction.	Coal for home line.	Grain and oilseeds.	Other commodities (including other revenue stores).	Total coal (excluding coal for home line).	Total goods (including coal).	
45	46	47	48	49	50	51	52
							3′ 3⅜″ GAUGE—*contd.*
4·20	*3·24*	*2·80*	*8·54*	*11·0*	*4·04*	*8·95*	Eastern Bengal.
4·16	3·01	2·77	7·83	10·8	3·88	8·72	
2·87	*Nil*	*2·18*	*6·46*	*9·57*	*2·87*	*7·78*	Jodhpur.
2·57	Nil	2·23	7·36	10·6	2·57	8·61	
5·72	*2·73*	*2·01*	*11·6*	*9·95*	*3·32*	*9·16*	Madras and Southern Mahratta.
5·58	2·64	1·97	11·6	10·4	3·26	9·62	
3·97	*2·61*	*2·52*	*8·62*	*13·0*	*3·97*	*9·27*	Nizam's State.
4·69	3·21	2·50	9·24	13·8	3·95	9·84	
4·09	*Nil*	*2·45*	*9·90*	*7·47*	*4·09*	*7·62*	Rohilkund and Kumaon.
3·90	Nil	2·45	10·4	8·16	3·90	8·26	
5·75	*2·43*	*2·59*	*11·9*	*11·9*	*5·75*	*11·2*	South Indian.
5·90	7·38	2·56	11·5	11·2	5·90	10·5	
4·13	*2·78*	*2·24*	*9·73*	*9·32*	*3·89*	*8·52*	TOTAL 3′ 3⅜″ GAUGE.
4·07	2·76	2·28	9·73	9·15	3·79	8·45	
							2′ 6″ AND 2′ 0″ GAUGES.
5·60	*2·45*	*2·45*	*10·6*	*9·54*	*5·57*	*8·15*	Bengal Nagpur.
5·32	2·45	2·45	10·8	8·85	5·28	7·70	
6·42	*Nil*	*1·80*	*22·4*	*18·6*	*6·42*	*13·9*	Bombay, Baroda and Central India.
8·15	Nil	1·80	22·6	18·7	8·15	19·0	
Nil	*Nil*	*Nil*	*21·6*	*10·8*	*Nil*	*10·8*	Eastern Bengal.
2·80	Nil	Nil	25·0	16·1	2·80	15·9	
5·82	*Nil*	*Nil*	*15·4*	*23·9*	*5·82*	*20·0*	Great Indian Peninsula.
5·86	Nil	Nil	13·3	21·0	5·86	18·2	
8·68	*Nil*	*5·98*	*15·8*	*21·4*	*8·68*	*18·1*	North Western (Commercial).
8·11	Nil	4·46	15·8	20·3	8·11	17·0	
3·42	*Nil*	*4·44*	*12·2*	*9·93*	*3·42*	*9·35*	North Western (Military).
3·56	4·69	3·92	12·5	11·2	3·57	10·5	
8·22	*Nil*	*5·28*	*15·4*	*18·1*	*8·22*	*16·0*	North Western (Total).
7·69	4·69	4·28	15·3	17·8	7·69	15·5	
Nil	*Nil*	*2·00*	*12·4*	*17·8*	*Nil*	*15·7*	South Indian.
Nil	Nil	2·67	12·2	17·8	Nil	15·6	
6·13	*2·45*	*2·96*	*13·1*	*14·6*	*6·10*	*10·8*	TOTAL 2′ 6″ & 2′ 0″ GAUGES.
5·94	3·52	2·71	13·3	13·5	5·92	11·5	
3·11	*2·49*	*2·36*	*7·97*	*8·86*	*2·91*	*6·25*	TOTAL CLASS I RAILWAYS.
3·16	2·46	2·31	8·09	8·64	2·94	6·22	

14.—Statement of Revenue Earnings and Expenses

Railway.	Year.	Capital at charge* / Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
5′ 6″ GAUGE.						
Bengal-Nagpur	*1932–33*	*2,30,538*	*6,70,93*	*26,277*	*504·0*	*6·33*
	1933–34	2,31,206	7,31,39	28,648	549·4	6·48
Bombay, Baroda and Central India	*1932–33*	*1,95,550*	*6,17,21*	*49,001*	*939·8*	*7·63*
	1933–34	2,15,801	6,55,98	52,078	998·8	7·78
Eastern Bengal	*1932–33*	*2,61,939*	*3,33,63*	*37,347*	*716·2*	*6·12*
	1933–34	2,58,802	3,41,53	38,238	733·3	5·59
East Indian	*1932–33*	*3,12,457*	*17,64,70*	*39,225*	*752·3*	*6·27*
	1933–34	3,10,212	18,29,58	40,503	776·8	6·43
Great Indian Peninsula	*1932–33*	*3,81,472*	*12,46,38*	*35,108*	*673·4*	*5·91*
	1933–34	2,98,105	12,75,31	35,890	688·1	5·96
Madras and Southern Mahratta	*1932–33*	*1,63,411*	*4,18,44*	*36,171*	*693·7*	*6·80*
	1933–34	1,63,503	4,35,01	37,602	721·1	6·97
Nizam's State	*1932–33*	*1,08,753*	*1,28,70*	*20,606*	*395·2*	*7·15*
	1933–34	1,09,721	1,33,68	19,339	370·9	7·48
North Western (Commercial)	*1932–33*	*2,28,039*	*13,11,40*	*27,012*	*518·0*	*7·09*
	1933–34	2,26,683	13,72,24	28,268	542·1	7·30
North Western (Military)	*1932–33*	*1,94,008*	*1,22,47*	*8,686*	*166·6*	*4·66*
	1933–34	1,99,570	1,21,52	8,622	165·4	4·78
North Western (Total)	*1932–33*	*2,19,642*	*14,33,87*	*22,888*	*438·9*	*6·79*
	1933–34	2,19,996	14,93,76	23,848	457·4	7·00
South Indian	*1932–33*	*1,76,010*	*1,66,78*	*27,750*	*532·2*	*5·36*
	1933–34	1,76,962	1,59,57	26,550	509·2	5·26
TOTAL 5′ 6″ GAUGE	*1932–33*		*67,80,64*	*31,589*	*605·5*	*6·40*
	1933–34		70,55,81	32,742	627·9	6·52
3′ 3½″ GAUGE.						
Assam-Bengal	*1932–33*	*1,92,633*	*1,69,18*	*12,393*	*237·7*	*4·83*
	1933–34	1,92,701	1,73,11	12,510	240·5	4·67
Bengal and North Western	*1932–33*	*1,00,327*	*3,29,21*	*14,348*	*275·0*	*4·00*
	1933–34	1,00,443	3,34,03	14,536	279·0	4·00
Bombay, Baroda and Central India	*1932–33*	‡	*4,88,58*	*19,857*	*380·8*	*5·95*
	1933–34	‡	4,76,07	21,557	413·4	6·07
Burma	*1932–33*	*1,61,041*	*3,47,44*	*16,831*	*322·8*	*5·13*
	1933–34	1,66,894	3,66,47	17,764	340·7	5·17

* In the case of State-owned railways. † In the case of other than State-owned railways.
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5′ 6″ Gauge.

of Class 1 Railways rated against selected units for the years 1932-33 and 1933-34.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						5′ 6″ GAUGE.
4,82,01	*361·2*	*4·57*	*1,88,92*	*7,429·3*	*1·74*	Bengal-Nagpur.
4,99,74	374·9	4·42	2,31,65	9,101·5	2·06	
3,56,99	*543·6*	*4·41*	*2,60,22*	*20,657·6*	*3·22*	Bombay, Baroda and Central India.
3,51,01	534·4	4·16	3,04,97	24,211·5	3·62	
2,80,22	*601·9*	*5·14*	*53,41*	*5,960·4*	*0·98*	Eastern Bengal.
2,92,45	628·3	4·79	49,08	5,475·4	0·80	
11,46,37	*487·7*	*4·06*	*6,18,33*	*13,796·6*	*2·21*	East Indian.
11,64,16	493·8	4·09	6,65,42	14,752·2	2·34	
9,40,89	*508·2*	*4·46*	*3,05,49*	*8,605·1*	*1·45*	Great Indian Peninsula.
9,30,22	501·9	4·35	3,45,09	9,711·5	1·61	
2,18,38	*362·0*	*3·55*	*2,00,06*	*17,294·1*	*3·25*	Madras and Southern Mahratta.
2,47,66	410·6	3·97	1,87,35	16,194·1	3·00	
64,14	*196·9*	*3·56*	*64,56*	*10,336·6*	*3·58*	Nizam's State.
68,89	191·1	3·85	64,79	9,373·3	3·63	
9,75,79	*383·6*	*5·25*	*3,35,61*	*7,002·6*	*1·84*	North Western (Commercial).
9,88,27	388·5	5·23	3,83,97	8,009·4	2·07	
1,70,77	*232·3*	*6·49*	*—48,30*	*—3,426·0*	*—1·84*	North Western (Military).
1,66,67	226·8	6·55	—45,15	—3,203·1	—1·77	
11,46,56	*349·5*	*5·41*	*2,87,31*	*4,655·5*	*1·38*	North Western (Total).
11,54,94	352·1	5·39	3,38,82	5,486·7	1·61	
98,45	*314·1*	*3·17*	*68,33*	*11,370·1*	*2·20*	South Indian.
90,24	288·0	2·97	69,33	11,534·4	2·29	
47,34,01	*422·6*	*4·46*	*20,46,63*	*9,558·3*	*1·93*	TOTAL 5′ 6″ GAUGE.
47,99,31	427·0	4·43	22,56,50	10,479·5	2·09	
						3′ 3⅜″ GAUGE.
1,21,21	*167·6*	*3·41*	*47,97*	*3,655·3*	*1·43*	Assam Bengal.
1,29,50	177·3	3·45	43,61	3,266·5	1·22	
1,47,53	*122·0*	*2·00*	*1,81,68*	*7,966·0*	*2·00*	Bengal and North Western.
1,46,86	122·0	2·00	1,87,17	8,178·0	2·00	
2,77,22	*215·6*	*3·37*	*2,11,36*	*8,594·1*	*2·58*	Bombay, Baroda and Central India.
2,70,22	234·6	3·44	2,05,85	9,325·6	2·63	
2,72,90	*251·0*	*3·99*	*74,54*	*3,744·3*	*1·14*	Burma.
2,80,98	258·9	3·93	85,49	4,266·0	1·24	

but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the Steam Boat earnings and expenses have been excluded.

14.—Statement of Revenue Earnings and Expenses of Class I

Railway.	Year.	Capital at charge.* Capital outlay† per route mile.	Gross earnings (in thousands of rupees).§	Gross earnings per mean mile worked.§	Gross earnings per mean mile worked per week.§	Gross earnings per train mile.§
1	2	3	4	5	6	7
3′ 3⅜″ GAUGE—*concld.*						
Eastern Bengal	*1932–33*	‡	*1,73,44*	*16,612*	*318·6*	*5·06*
	1933–34	‡	1,78,09	16,359	313·7	4·81
Jodhpur	*1932–33*	*50,444*	*85,71*	*8,802*	*168·8*	*5·38*
	1933–34	50,713	93,76	9,617	184·1	5·76
Madras and Southern Mahratta	*1932–33*	‡	*3,30,51*	*15,514*	*297·6*	*4·49*
	1933–34	‡	3,48,52	16,223	311·2	4·63
Nizam's State	*1932–33*	‡	*74,55*	*11,299*	*216·7*	*5·09*
	1933–34	‡	75,06	11,377	218·2	5·05
Rohilkund and Kumaon	*1932–33*	*77,594*	*63,76*	*11,354*	*218·0*	*4·00*
	1933–34	77,749	67,38	11,990	230·0	4·00
South Indian	*1932–33*	‡	*3,90,86*	*21,041*	*403·5*	*4·01*
	1933–34	‡	3,78,70	20,389	391·0	3·92
TOTAL 3′ 3⅜″ GAUGE	*1932–33*		*24,53,24*	*15,888*	*304·5*	*4·72*
	1933–34		24,91,19	16,330	312·9	4·74
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	*1932–33*	‡	*33,32*	*3,596*	*69·0*	*2·04*
	1933–34	‡	33,05	3,568	68·4	1·93
Bombay, Baroda and Central India	*1932–33*	‡	*[illegible]*	*4,369*	*84·2*	*2·42*
	1933–34	‡	10,10	4,503	86·4	2·52
Eastern Bengal	*1932–33*	‡	*1,23*	*3,339*	*64·0*	*1·13*
	1933–34	‡	1,24	3,361	64·5	1·13
Great Indian Peninsula	*1932–33*	‡	*10,72*	*4,390*	*84·0*	*2·26*
	1933–34	‡	9,27	3,796	72·8	1·94
North Western (Commercial)	*1932–33*	‡	*29,58*	*7,761*	*148·8*	*3·23*
	1933–34	‡	27,90	7,323	140·4	3·09
North Western (Military)	*1932–33*	‡	*4,94*	*1,621*	*31·1*	*1·82*
	1933–34	‡	4,68	1,538	29·5	2·11
North Western (Total)	*1932–33*	‡	*34,52*	*5,033*	*96·5*	*2·91*
	1933–34	‡	32,58	4,752	91·1	2·90
South Indian	*1932–33*	‡	*2,63*	*2,662*	*51·0*	*1·61*
	1933–34	‡	2,24	2,271	43·6	1·42
TOTAL 2′ 6″ AND 2′ 0″ GAUGES.	*1932–33*		*92,26*	*4,163*	*79·8*	*2·32*
	1933–34		88,48	3,992	76·3	2·22
TOTAL CLASS I RAILWAYS	*1932–33*	*2,18,480*	*93,26,14*	*23,875*	*457·8*	*5·76*
	1933–34	2,11,947	96,35,48	24,736	474·6	5·85

* In the case of State-owned railways. † In the case of other than State-owned
§ The gross earnings [col. (4)], working expenses [col. (8)], and net earnings [col. (11)], include figures relating to steam boat service
‡ Included in 5′ 6″ gauge.

Railways rated against selected units for the years 1932-33 and 1933-34—concld.

Total working expenses (in thousands of rupees).§ 8	Working expenses per mean mile worked per week.§ 9	Working expenses per train mile.§ 10	Net earnings (in thousands of rupees).§ 11	Net earnings per mean mile worked.§ 12	Net earnings per train mile.§ 13	Railway. 14
						3′ 3⅜″ GAUGE—*concld.*
1,44,13	*259·1*	*4·11*	*29,31*	*3,108·9*	*0·95*	Eastern Bengal.
1,44,01	250·0	3·83	34,08	3,324·5	0·98	
52,34	*103·1*	*3·29*	*33,37*	*3,426·9*	*2·10*	Jodhpur.
53,56	105·0	3·29	40,20	4,102·3	2·47	
2,06,58	*186·0*	*2·81*	*1,23,93*	*5,817·7*	*1·68*	Madras and Southern Mahratta.
1,90,09	170·1	2·53	1,58,43	7,355·2	2·10	
50,62	*147·1*	*3·45*	*23,93*	*3,626·5*	*1·63*	Nizam's State.
51,24	148·9	3·45	23,82	3,610·9	1·60	
30,13	*103·0*	*2·00*	*33,63*	*5,989·0*	*2·00*	Rohilkund and Kumaon.
31,87	109·0	2·00	35,51	6,318·0	2·00	
2,16,24	*222·9*	*2·21*	*1,74,62*	*9,418·8*	*1·79*	South Indian.
2,21,56	229·1	2·31	1,57,14	8,444·9	1·63	
15,18,90	*188·0*	*2·91*	*9,34,34*	*6,081·4*	*1·81*	TOTAL 3′ 3⅜″ GAUGE.
15,19,89	191·1	2·89	9,71,30	6,381·0	1·85	
						2′ 6″ AND 2′ 0″ GAUGES.
38,09	*78·9*	*2·33*	*—4,77*	*—515·8*	*—0·29*	Bengal Nagpur.
40,34	83·5	2·35	—7,29	—786·5	—0·42	
8,82	*75·5*	*2·17*	*1,02*	*450·5*	*0·25*	Bombay, Baroda and Central India.
7,28	62·3	1·82	2,82	1,251·9	0·70	
1,30	*70·0*	*1·24*	*—7*	*—309·6*	*—0·11*	Eastern Bengal.
1,30	67·6	1·18	—6	—163·0	—0·05	
5,53	*43·5*	*1·17*	*5,19*	*2,122·8*	*1·09*	Great Indian Peninsula.
4,73	37·2	0·99	4,54	1,859·3	0·95	
36,72	*206·2*	*4·48*	*—7,14*	*—2,992·5*	*—1·25*	North Western (Commercial).
36,22	204·9	4·51	—8,32	—3,360·3	—1·42	
19,27	*120·7*	*7·06*	*—14,33*	*—4,672·7*	*—5·24*	North Western (Military).
18,37	115·2	8·24	—13,69	—4,467·3	—6·13	
55,99	*168·2*	*5·07*	*—21,47*	*—3,739·1*	*—2·16*	North (Westren Total).
54,59	165·0	5·25	—22,01	—3,852·2	—2·35	
4,15	*80·7*	*2·54*	*—1,52*	*—1,548·4*	*—0·93*	South Indian.
3,72	72·4	2·37	—1,48	—1,502·6	—0·94	
1,13,88	*98·1*	*2·85*	*—21,62*	*—950·6*	*—0·53*	TOTAL 2′ 6″ AND 2′ 0″ GAUGES.
1,11,96	96·6	2·80	—23,48	—1,039·5	—0·58	
63,66,79	*312·2*	*3·93*	*29,59,35*	*7,593·3*	*1·83*	TOTAL CLASS I RAILWAYS.
64,31,16	316·4	3·90	32,04,32	8,232·1	1·95	

Railways.
but while calculating working results, in columns 5, 6, 7, 9, 10, 12 and 13, the steam boat earnings and expenses have been excluded.

15.—*Results of working of* **Class I Railways**

NOTE.—The rate of interest for calculating the figures given under column 16 was

Railway.	Year	DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.			§COACHING TRAFFIC.		
		Total working expenses for both coaching and goods traffic.*	COL. 3 DIVIDED IN THE RATIO OF GROSS TON MILEAGE.		Coaching earnings per train mile.	Cost of hauling a passenger train one mile.	Profit on working a passenger train one mile.
			Coaching.	Goods.			
1	2	3	4	5	6	7	8
5′ 6″ GAUGE.		Rs.	Rs	Rs.	Rs.	Rs.	Rs.
Bengal Nagpur	*1932-33*	*4,49,21,873*	*1,39,39,602*	*3,09,82,271*	*3·44*	*2·67*	*0·77*
	1933-34	4,66,60,125	1,37,93,685	3,28,66,440	3·21	2·60	0·61
Bombay, Baroda and Central India	*1932-33*	*3,43,58,653*	*1,65,35,247*	*1,78,23,406*	*4·36*	*2·89*	*1·47*
	1933-34	3,36,75,801	1,53,81,029	1,82,94,772	4·21	2·59	1·62
Eastern Bengal	*1932-33*	*2,68,23,131*	*1,59,89,520*	*1,08,33,611*	*3·33*	*3·82*	*—0·49*
	1933-34	2,85,76,862	1,58,49,011	1,27,27,851	3·06	3·60	—0·54
East Indian	*1932-33*	*10,92,29,460*	*3,90,41,140*	*7,01,88,320*	*3·52*	*2·38*	*1·14*
	1933-34	10,97,68,674	3,77,94,662	7,19,74,012	3·40	2·31	1·09
Great Indian Peninsula	*1932-33*	*9,12,04,796*	*4,41,07,006*	*4,70,97,790*	*2·98*	*3·01*	*—0·03*
	1933-34	9,01,42,008	4,22,51,205	4,78,90,803	2·87	2·87	Nil
Madras and Southern Mahratta	*1932-33*	*2,10,81,880*	*1,07,24,844*	*1,03,57,036*	*4·13*	*2·47*	*1·66*
	1933-34	2,33,45,088	1,08,20,675	1,25,24,413	4·19	2·71	1·48
Nizam's State	*1932-33*	*61,75,962*	*23,49,565*	*38,26,397*	*4·07*	*2·46*	*1·61*
	1933-34	66,47,598	24,95,814	41,51,784	4·41	2·78	1·63
North Western	*1932-33*	*10,92,60,607*	*5,34,33,584*	*5,58,27,023*	*4·03*	*3·85*	*0·18*
	1933-34	11,03,42,149	5,26,24,629	5,77,17,520	4·02	3·86	0·16
South Indian	*1932-33*	*96,78,871*	*60,26,983*	*36,51,888*	*3·13*	*2·65*	*0·48*
	1933-34	88,52,253	54,82,334	33,69,919	3·03	2·42	0·61
3′ 3¾″ GAUGE.							
Assam-Bengal	*1932-33*	*1,11,89,900*	*50,14,194*	*61,75,706*	*4·30*	*3·15*	*1·15*
	1933-34	1,19,14,684	51,41,186	67,73,498	3·96	3·15	0·81
Bengal and North-Western	*1932-33*	*1,36,07,670*	*67,18,216*	*68,89,454*	*3·00*	*1·00*	*2·00*
	1933-34	1,35,00,924	64,55,732	70,45,192	3·00	1·00	2·00
Bombay, Baroda and Central India	*1932-33*	*2,66,28,852*	*1,26,85,424*	*1,39,43,428*	*4·21*	*2·49*	*1·72*
	1933-34	2,62,52,845	1,16,30,965	1,46,21,880	4·06	2·46	1·60
Burma	*1932-33*	*2,62,26,587*	*1,10,90,158*	*1,51,36,429*	*2·88*	*3·00*	*—0·12*
	1933-34	2,71,20,184	1,03,88,706	1,67,31,478	2·66	2·81	—0·15
Eastern Bengal	*1932-33*	*1,32,68,385*	*65,90,268*	*66,78,117*	*3·24*	*3·14*	*0·10*
	1933-34	1,33,40,460	64,25,056	69,15,404	3·00	2·92	0·08
Jodhpur	*1932-33*	*47,61,899*	*20,90,528*	*26,71,371*	*4·75*	*2·66*	*2·09*
	1933-34	48,19,155	20,81,217	27,37,938	4·75	2·60	2·15
Madras and Southern Mahratta	*1932-33*	*1,90,87,165*	*79,09,775*	*1,11,77,390*	*3·04*	*2·10*	*0·94*
	1933-34	1,76,22,735	71,17,399	1,05,05,336	3·65	2·49	1·16
Nizam's State	*1932-33*	*49,19,442*	*23,57,292*	*25,62,150*	*3·24*	*2·39*	*0·85*
	1933-34	49,80,657	24,26,590	25,54,067	2·91	2·37	0·54
Rohilkund and Kumaon	*1932-33*	*29,39,798*	*14,48,202*	*14,91,596*	*2·64*	*1·47*	*1·17*
	1933-34	29,59,955	14,51,914	15,08,041	2·69	1·46	1·23
South Indian	*1932-33*	*2,01,07,084*	*1,29,04,103*	*72,02,981*	*2·85*	*1·73*	*1·12*
	1933-34	2,07,11,173	1,31,33,751	75,77,422	2·74	1·80	0·94

§ The results in columns 6 to 17 exclude steam boat

* Excluding expenditure on the maintenance and working of Ferry Steamers and Harbours and after deducting telegraph and

for the years 1932-33 and 1933-34.

changed from 5½ to 4½ per cent. per annum with effect from the year 1933-34.

§Goods Traffic.									Railway.
Goods earnings per train mile	Cost of hauling a goods train one mile.	Profit on working a goods train one mile.	Earnings per goods wagon per mile (excluding brakes).	Cost of hauling a goods wagon one mile.	Profit on working a goods wagon one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile.	Cost of hauling a goods unit (*viz.*, one ton) one mile (including interest on capital expended on open line at the rate of 5½ per cent. per annum) (see note under the heading.)	Profit on working a goods unit (*viz.*, one ton) one mile.	
9	10	11	12	13	14	15	16	17	18
Rs.	Rs.	Rs.	Pies.	Pies.	Pies.	Pies.	Pies.	Pies.	5′ 6″ Gauge.
8·23	*5·57*	*2·66*	*39·7*	*26·9*	*12·8*	*3·03*	*5·70*	*1·45*	Bengal Nagpur.
8·99	5·62	3·37	41·5	25·9	15·6	2·79	4·73	1·66	
15·0	*7·56*	*7·46*	*65·7*	*33·1*	*32·6*	*4·38*	*7·43*	*4·41*	Bombay, Baroda and Central India.
15·7	7·32	8·34	67·1	31·4	35·7	3·67	6·35	4·27	
14·4	*8·58*	*5·82*	*57·6*	*34·3*	*23·3*	*5·16*	*8·86*	*3·45*	Eastern Bengal.
11·8	7·48	4·32	52·9	33·7	19 2	5·06	7·79	2·83	
9·65	*5·96*	*3·69*	*37·6*	*23·2*	*14·4*	*2·55*	*4·31*	*1·57*	East Indian.
9·98	5·95	4·03	38·4	22·9	15·5	2·48	3·86	1·66	
12·1	*7·28*	*4·80*	*55·3*	*33·3*	*22·0*	*4·08*	*6·80*	*2·66*	Great Indian Peninsula.
12·3	7·19	5·16	55·3	32·2	23·1	3·84	5·94	2·73	
12·7	*5·71*	*6·94*	*55·4*	*25·0*	*30·4*	*3·55*	*6·31*	*4·30*	Madras and Southern Mahratta.
12·3	6·08	6·23	53·5	26·4	27·0	3·59	5·64	3·66	
10·3	*4·53*	*5·77*	*62·9*	*27·6*	*35·3*	*3·06*	††*6·59*	*3·91*	Nizam's State.
10·3	4·67	5·63	64·8	29·4	35·4	3·27	††6·21	3·93	
11·4	*7·70*	*3·70*	*51·7*	*35·0*	*16·7*	*4·72*	*8·10*	*2·20*	North Western.
11·7	7·50	4·17	53·6	34·5	19·1	4·79	7·58	2·61	
10·9	*4·40*	*6·54*	*74·3*	*29.6*	*44·7*	*4·35*	*7·06*	*5·75*	South Indian.
11·5	4·41	7·09	77·0	29·5	47·5	4·12	6·41	6·58	
									3′ 3¾″ Gauge.
5·07	*3·40*	*1·67*	*37·5*	*25·2*	*12·3*	*5·58*	*12·5*	*2·68*	Assam-Bengal.
5·09	3·51	1·58	36·9	25·5	11·4	5·43	10·6	2·35	
6·00	*2·00*	*4·00*	*34·0*	*13·0*	*21·0*	*2·00*	*4·61*	*5·19*	Bengal and North-Western.
6·00	2·00	4·00	33·0	12·0	21·0	2·00	3·99	5·01	
8·47	*4·48*	*3·99*	*41·8*	*22·1*	*19·7*	*4·59*	*6·99*	*4·09*	Bombay, Baroda and Central India.
8·89	4·70	4·19	41.3	21·8	19·5	4·49	6·33	4·01	
7·11	*4·97*	*2·14*	*43·4*	*30·3*	*13·1*	*5·45*	*9·24*	*2·36*	Burma.
7·46	4·96	2·50	43·7	29·0	14·7	5·14	8·07	2·59	
7·55	*5·23*	*2·32*	*32·7*	*22·7*	*10·0*	*6·23*	†*10·7*	*2·72*	Eastern Bengal.
7·19	4·83	2·36	32·2	21·6	10·6	5·89	†9·35	2·83	
5·41	*3·31*	*2·10*	*29·3*	*17·9*	*11·4*	*4·75*	*7·46*	*3·03*	Jodhpur.
6·10	3·31	2·79	32·5	17·7	14·8	4·68	6·84	3·93	
5·79	*3·28*	*2·51*	*41·8*	*23·7*	*18·1*	*5·20*	*8·52*	*3·96*	Madras and Southern Mahratta.
6·44	3·03	3·41	45·4	21·4	24·1	4·53	7·11	5·09	
8·60	*5·36*	*3·24*	*52·2*	*32·6*	*19.6*	*5·81*	**	*3·46*	Nizam's State.
9·44	5·50	3·94	56·9	33 1	23·8	5·76	**	4·08	
5·39	*2·29*	*3·10*	*44·0*	*18·7*	*25·3*	*3·25*	*5·95*	*4·37*	Rohilkund and Kumaon.
5·76	2·26	3·50	47·2	18·5	28·7	3·25	5·45	5·01	
7·20	*3·34*	*3·86*	*43·6*	*20·2*	*23·4*	*5·25*	*9·96*	*5·95*	South Indian.
7·29	3·44	3·85	42·8	20·2	22·6	5·02	8·65	5·48	

earnings and expenses.

sundry earnings and leaving only the balance of payments to other lines for mileage, hire charges, etc.

†Metre and Narrow gauges combined.

**Included in Broad gauge. ††Broad and Metre gauges combined.

16.—*Statement of ton mileage of* ***Class I Railways*** *for the years 1932-33 and 1933-34.*

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
5′ 6″ GAUGE.								
Bengal-Nagpur	*1932-33*	*1,036,771*	*1,551,122*	*3,954,428*	*2,125,134*	*4,584,665*	*2,141,239*	*4,759,135*
	1933-34	2,237,232	1,623,412	4,475,193	2,214,569	5,157,114	2,230,058	5,313,596
Bombay, Baroda and Central India	*1932-33*	*771,080*	*1,074,476*	*1,759,854*	*1,490,263*	*1,973,785*	*1,493,097*	*2,032,329*
	1933-34	937,150	1,115,114	2,013,119	1,535,627	2,269,861	1,532,626	2,342,827
Eastern Bengal	*1932-33*	*382,511*	*1,208,945*	*883,853*	*1,596,577*	*989,850*	*1,600,359*	*1,084,315*
	1933-34	427,829	1,259,152	996,642	1,666,880	1,120,027	1,671,478	1,342,312
East Indian	*1932-33*	*5,239,773*	*4,990,302*	*10,487,215*	*6,694,171*	*11,804,279*	*6,767,786*	*12,167,152*
	1933-34	5,531,873	4,984,284	11,052,634	6,588,688	12,359,868	6,663,239	12,689,095
Great Indian Peninsula — Steam	*1932-33*	*1,947,597*	*2,905,810*	*4,204,078*	*3,891,663*	*4,797,873*	*3,897,039*	*4,904,500*
	1933-34	2,105,487	2,895,228	4,488,998	3,906,421	5,120,810	3,911,496	5,205,244
Great Indian Peninsula — Electric §	*1932-33*	*246,626*	*519,830*	*518,188*	*711,285*	*595,973*	*711,462*	*609,033*
	1933-34	274,716	525,746	567,319	714,941	650,389	716,401	663,632
Madras and Southern Mahratta	*1932-33*	*554,945*	*1,139,868*	*1,319,697*	*1,607,756*	*1,535,292*	*1,624,309*	*1,568,603*
	1933-34	662,589	1,092,172	1,526,995	1,548,338	1,767,558	1,568,625	1,815,609
Nizam's State	*1932-33*	*237,494*	*244,949*	*474,574*	*366,137*	*573,162*	*366,703*	*597,196*
	1933-34	239,980	258,118	479,416	372,573	590,354	373,126	620,695
North Western	*1932-33*	*2,187,181*	*4,166,433*	*4,867,682*	*5,613,528*	*5,655,741*	*5,627,615*	*5,879,691*
	1933-34	2,218,409	4,110,139	5,032,295	5,556,683	5,858,700	5,567,499	6,106,309
South Indian	*1933-33*	*150,874*	*507,776*	*358,233*	*750,833*	*430,304*	*751,303*	*457,469*
	1933-34	147,968	531,288	350,116	775,243	418,560	776,115	443,590
TOTAL 5′ 6″ GAUGE — Steam	*1932-33*	*13,408,226*	*17,789,681*	*28,309,614*	*24,136,062*	*32,344,951*	*24,269,450*	*33,450,390*
	1933-34	14,508,517	17,868,907	30,415,408	24,165,022	34,662,852	24,294,262	35,879,277
TOTAL 5′ 6″ GAUGE — Electric§	*1932-33*	*246,626*	*519,830*	*518,188*	*711,285*	*595,973*	*711,462*	*609,033*
	1933-34	274,716	525,746	567,319	714,941	650,389	716,401	663,632
3′ 3¾″ GAUGE.								
Assam Bengal	*1932-33*	*197,660*	*391,588*	*458,914*	*467,380*	*540,146*	*468,209*	*576,557*
	1933-34	222,503	403,486	502,291	476,815	586,267	477,988	629,786
Bengal and North Western	*1932-33*	*507,718*	*817,651*	*961,759*	*1,068,562*	*1,105,133*	*1,139,337*	*1,168,377*
	1933-34	549,046	816,340	1,027,671	1,066,359	1,164,654	1,137,391	1,241,244
Bombay, Baroda and Central India	*1932-33*	*572,173*	*940,593*	*1,136,085*	*1,224,522*	*1,307,490*	*1,224,909*	*1,346,383*
	1933-34	616,888	874,983	1,222,420	1,153,265	1,416,074	1,153,862	1,450,578
Burma	*1932-33*	*510,732*	*684,906*	*982,785*	*929,443*	*1,176,188*	*930,946*	*1,270,604*
	1933-34	594,180	670,839	1,119,417	919,492	1,360,800	921,186	1,483,611

* Excluding traffic carried in departmental trains.

§ Excluding electric multiple unit suburban trains.

16.—*Statement of ton mileage of* **Class I Railways** *for the years 1932-33 and 1933-34*—concld.

(In thousands.)

Railway.	Year.	*Net or freight ton miles (goods and proportion of mixed).	Gross ton miles (excluding weight of engine and departmental).		Gross ton miles (including weight of engine but excluding departmental).		Gross ton miles (including weight of engine and departmental).	
			Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1932-33*	*196,463*	*448,338*	*482,295*	*575,598*	*549,457*	*576,716*	*584,404*
	1933-34	220,463	477,026	543,086	612,592	623,620	612,865	659,638
Jodhpur	*1932-33*	*102,186*	*175,034*	*224,594*	*221,262*	*270,767*	*221,399*	*282,914*
	1933-34	106,275	177,220	233,941	224,836	282,731	225,021	296,026
Madras and Southern Mahratta	*1932-33*	*407,449*	*587,519*	*921,490*	*830,087*	*1,151,225*	*832,184*	*1,175,969*
	1933-34	438,754	584,578	967,996	836,885	1,212,757	839,441	1,239,021
Nizam's State	*1932-33*	*82,569*	*136,274*	*168,316*	*201,217*	*204,738*	*201,400*	*218,903*
	1933-34	82,210	138,065	166,919	205,044	200,754	205,248	216,031
Rohilkund and Kumaon	*1932-33*	*83,723*	*140,470*	*149,837*	*191,460*	*181,638*	*193,060*	*198,844*
	1933-34	86,765	142,462	156,682	194,047	189,766	195,799	203,368
South Indian	*1932-33*	*248,619*	*873,354*	*569,810*	*1,227,644*	*678,117*	*1,228,774*	*722,343*
	1933-34	271,453	901,160	619,751	1,257,446	736,430	1,258,280	787,782
Total 3′ 3⅜″ Gauge	*1932-33*	*2,909,292*	*5,195,727*	*6,055,885*	*6,937,175*	*7,164,899*	*7,016,934*	*7,545,298*
	1933-34	3,188,537	5,186,159	6,560,174	6,946,781	7,773,853	7,027,081	8,207,085
2′ 6″ & 2′ 0″ Gauges								
Bengal Nagpur	*1932-33*	*38,097*	*115,231*	*94,663*	*166,957*	*126,978*	*166,994*	*136,297*
	1933-34	41,250	120,245	100,541	176,055	135,629	176,432	145,364
Bombay, Baroda and Central India	*1932-33*	*3,336*	*15,716*	*8,702*	*23,399*	*11,632*	*23,421*	*13,410*
	1933-34	4,592	14,854	10,645	22,558	13,970	22,560	14,909
Eastern Bengal	*1932-33*	*44*	*3,842*	*203*	*5,149*	*279*	*5,149*	*467*
	1933-34	47	4,089	207	5,768	270	5,771	270
Great Indian Peninsula	*1932-33*	*5,970*	*17,876*	*15,613*	*29,880*	*25,862*	*29,931*	*28,202*
	1933-34	5,664	16,618	14,755	28,720	24,889	28,727	27,573
North Western	*1932-33*	*19,533*	*48,137*	*52,259*	*77,021*	*83,604*	*77,807*	*89,634*
	1933-34	19,210	45,947	51,634	73,342	80,676	73,760	86,206
South Indian	*1932-33*	*1,528*	*7,501*	*3,744*	*12,445*	*5,501*	*12,445*	*5,502*
	1933-34	1,404	7,237	3,445	11,876	5,038	11,876	5,048
Total 2′ 6″ and 2′ 0″ Gauges	*1932-33*	*68,508*	*208,303*	*175,184*	*314,851*	*253,856*	*315,747*	*273,512*
	1933-34	72,167	208,990	181,227	318,319	257,472	319,126	279,370
Total Class I Railways — Steam	*1932-33*	*16,386,026*	*23,193,711*	*34,640,683*	*31,388,088*	*39,763,706*	*31,602,131*	*41,269,200*
	1933-34	17,769,221	23,264,056	37,156,809	31,430,122	42,694,177	31,640,469	44,365,732
Total Class I Railways — Electric §	*1932-33*	*246,626*	*519,830*	*518,188*	*711,285*	*595,973*	*711,462*	*609,033*
	1933-34	274,716	525,746	567,319	714,941	650,389	716,401	663,632

* See remarks on page 118.

§ See remarks on page 118.

17.—Statement of Train and Engine ‡ Mileage of Class I Railways for the years 1932-33 and 1933-34.

(In thousands.)

Railway.	Year.	TRAIN MILES												
			Goods.			Mixed.						Departmental.		
		Passenger.	Main lines.	Branch lines.	Total (Cols. 4 +5).	Passenger proportion.	Goods proportion.	Total (Cols. 7 +8).	Passenger and proportion of mixed. (Cols. 3 +7).	Goods and proportion of mixed. (Cols. 6 +8).	Total (Cols. 10 +11).	Passenger and total mixed.	Goods.	Total (Cols. 13 +14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
5′ 6″ Gauge.														
Bengal-Nagpur	*1932-33*	*4,965*	*3,056*	*1,977*	*5,033*	*219*	*202*	*421*	*5,184*	*5,235*	*10,419*	*33*	*319*	*352*
	1933-34	5,093	3,201	2,130	5,331	186	221	407	5,279	5,552	10,831	30	297	327
Bombay, Baroda and Central India	*1932-33*	*3,582*	*1,490*	*237*	*1,727*	*270*	*570*	*840*	*3,852*	*2,297*	*6,149*	*13*	*60*	*73*
	1933-34	3,556	1,594	258	1,852	276	576	852	3,832	2,428	6,260	15	71	86
Eastern Bengal	*1932-33*	*4,031*	*964*	*98*	*1,062*	*151*	*63*	*214*	*4,182*	*1,125*	*5,307*	*7*	*138*	*145*
	1933-34	4,242	1,092	101	1,193	152	87	239	4,394	1,280	5,674	10	421	431
East Indian	*1932-33*	*15,252*	*8,992*	*1,813*	*10,805*	*956*	*231*	*1,187*	*16,208*	*11,036*	*27,244*	*165*	*733*	*898*
	1933-34	15,043	9,337	1,897	11,234	1,153	245	1,398	16,196	11,479	27,675	162	615	777
Great Indian Peninsula—Steam	*1932-33*	*9,231*	*3,828*	*1,431*	*5,259*	*706*	*234*	*940*	*9,937*	*5,493*	*15,430*	*13*	*392*	*405*
	1933-34	9,367	3,845	1,577	5,422	695	249	944	10,062	5,671	15,733	13	360	373
Great Indian Peninsula—Electric‡	*1932-33*	*1,592*	*530*	*Nil*	*530*	*Nil*	*Nil*	*Nil*	*1,592*	*530*	*2,122*	*Nil*	*51*	*51*
	1933-34	1,602	573	Nil	573	Nil	Nil	Nil	1,602	573	2,175	8	61	69
Madras and Southern Mahratta	*1932-33*	*4,111*	*1,126*	*443*	*1,569*	*174*	*145*	*319*	*4,285*	*1,714*	*5,999*	*54*	*96*	*150*
	1933-34	3,980	1,305	424	1,729	150	194	344	4,130	1,923	6,053	58	130	188
Nizam's State.	*1932-33*	*803*	*568*	*3*	*571*	*151*	*187*	*338*	*954*	*758*	*1,712*	*1*	*87*	*88*
	1933-34	680	446	Nil	446	217	342	559	897	788	1,685	1	101	102
North Western	*1932-33*	*11,224*	*4,696*	*932*	*5,628*	*2,609*	*1,321*	*3,930*	*13,833*	*6,949*	*20,782*	*40*	*299*	*339*
	1933-34	10,315	4,892	882	5,774	3,300	1,617	4,917	13,615	7,391	21,006	32	301	333
South Indian	*1932-33*	*2,346*	*440*	*76*	*516*	*125*	*146*	*271*	*2,471*	*662*	*3,133*	*Nil*	*168*	*168*
	1933-34	2,337	432	77	509	124	118	242	2,461	627	3,088	1	138	139
Total 5′ 6″ gauge—Steam.	*1932-33*	*55,545*	*25,160*	*7,010*	*32,170*	*5,361*	*3,099*	*8,460*	*60,906*	*35,269*	*96,175*	*326*	*2,292*	*2,618*
	1933-34	54,613	26,144	7,346	33,490	6,253	3,649	9,902	60,866	37,139	98,005	322	2,434	2,756
Total 5′ 6″ gauge—Electric‡	*1932-33*	*1,592*	*530*	*Nil*	*530*	*Nil*	*Nil*	*Nil*	*1,592*	*530*	*2,122*	*Nil*	*51*	*51*
	1933-34	1,602	573	Nil	573	Ni	Nil	Nil	1,602	573	2,175	8	61	69
3′ 3¾″ Gauge.														
Assam Bengal	*1932-33*	*4*	*144*	*188*	*332*	*1,587*	*1,323*	*2,910*	*1,591*	*1,655*	*3,246*	*4*	*160*	*164*
	1933-34	3	51	201	252	1,622	1,521	3,143	1,625	1,773	3,398	8	153	161
Bengal and North-Western	*1932-33*	*3,934*	*1,215*	*751*	*1,966*	*1,100*	*845*	*1,945*	*5,034*	*2,811*	*7,845*	*8*	*225*	*233*
	1933-34	4,141	1,209	877	2,086	856	752	1,608	4,997	2,838	7,835	12	292	304
Bombay, Baroda and Central India	*1932-33*	*4,173*	*1,149*	*1,057*	*2,206*	*923*	*831*	*1,754*	*5,096*	*3,037*	*8,133*	*2*	*74*	*76*
	1933-34	3,943	1,206	1,049	2,255	787	802	1,589	4,730	3,057	7,787	3	53	56
Burma	*1932-33*	*1,111*	*1,098*	*435*	*1,533*	*2,577*	*1,217*	*3,794*	*3,688*	*2,750*	*6,438*	*12*	*293*	*305*
	1933-34	1,170	1,213	503	1,716	2,522	1,298	3,820	3,692	3,014	6,706	13	354	637

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡Mileage of Class I Railways for the years 1932-33 and 1933-34. (*In thousands*)—contd.

Railways.	Year.	TRAIN MILES.												
		Passenger.	Goods.			Mixed.			Passenger and proportion of mixed. (Cols. 3+7.)	Goods and proportion of mixed. (Cols. 6+8.)	Total. (Cols. 10+11.)	*Departmental.*		
			Main lines.	Branch lines.	Total. (Cols. 4+5.)	Passenger proportion.	Goods proportion.	Total. (Cols. 7+8.)				Passenger and total mixed.	Goods.	Total. (Cols. 13+14.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3' 3½" Gauge—*concld.*														
Eastern Bengal	*1932-33*	*1,801*	*925*	*36*	*961*	*295*	*229*	*524*	*2,096*	*1,190*	*3,286*	*4*	*88*	*92*
	1933-34	1,845	1,019	44	1,063	349	279	628	2,194	1,342	3,536	4	90	94
Jodhpur	*1932-33*	*346*	*234*	*9*	*243*	*438*	*517*	*955*	*784*	*760*	*1,544*	*1*	*47*	*48*
	1933-34	346	251	15	266	453	529	982	799	795	1,594	1	33	34
Madras and Southern Mahratta	*1932-33*	*3,169*	*1,633*	*597*	*2,230*	*589*	*1,019*	*1,608*	*3,758*	*3,249*	*7,007*	*13*	*160*	*173*
	1933-34	3,273	1,689	656	2,345	529	962	1,491	3,802	3,307	7,109	14	161	175
Nizam's State	*1932-33*	*848*	*309*	*Nil*	*309*	*138*	*129*	*267*	*986*	*438*	*1,424*	*1*	*40*	*41*
	1933-34	858	328	..	328	163	83	246	1,021	411	1,432	1	54	55
Rohilkund and Kumaon	*1932-33*	*614*	*140*	*9*	*149*	*361*	*459*	*820*	*975*	*608*	*1,583*	*7*	*43*	*50*
	1933-34	616	172	4	176	368	453	821	984	629	1,613	8	38	46
South Indian	*1932-33*	*5,693*	*960*	*357*	*1,317*	*653*	*402*	*1,055*	*6,346*	*1,719*	*8,065*	*3*	*438*	*441*
	1933-34	5,717	958	365	1,323	635	458	1,093	6,352	1,781	8,133	2	420	422
Total 3' 3½" Gauge	*1932-33*	*21,693*	*7,807*	*3,439*	*11,246*	*8,661*	*6,971*	*15,632*	*30,354*	*18,217*	*48,571*	*55*	*1,568*	*1,623*
	1933-34	21,912	8,096	3,714	11,810	8,284	7,137	15,421	30,196	18,947	49,143	66	1,648	1,714
2' 6" & 2' 0" Gauges.			Total										Total	
Bengal-Nagpur	*1932-33*	*536*	*377*			*452*	*229*	*681*	*988*	*606*	*1,594*		*38*	
	1933-34	709	378			355	218	573	1,064	596	1,660		57	
Bombay, Baroda and Central India	*1932-33*	*146*	*10*			*139*	*98*	*237*	*285*	*108*	*393*		*13*	
	1933-34	106	2			169	119	288	275	121	396		5	
Eastern Bengal	*1932-33*	*62*	*Nil*			*39*	*5*	*44*	*101*	*5*	*106*		*2*	
	1933-34	66	Nil			39	5	44	105	5	110		Nil	
Great Indian Peninsula	*1932-33*	*Nil*	*Nil*			*251*	*209*	*460*	*251*	*209*	*460*		*15*	
	1933-34	3	Nil			248	210	458	251	210	461		17	
North Western	*1932-33*	*241*	*363*			*314*	*225*	*539*	*555*	*588*	*1,143*		*44*	
	1933-34	203	349			308	227	535	511	576	1,087		38	
South Indian	*1932-33*	*Nil*	*Nil*			*121*	*43*	*164*	*121*	*43*	*164*		*Nil*	
	1933-34	Nil	Nil			117	40	157	117	40	157		1	
Total 2' 6" and 2' 0" Gauges	*1932-33*	*985*	*750*			*1,316*	*809*	*2,125*	*2,301*	*1,559*	*3,860*		*112*	
	1933-34	1,087	729			1,236	819	2,055	2,323	1,548	3,871		118	
Total Class I Railways—Steam	*1932-33*	*78, 223*	*44 166*			*15,338*	*10,879*	*26,217*	*93,561*	*55,045*	*148,606*		*4,353*	
	1933-34	77,612	46,029			15,773	11,605	27,378	93,385	57,634	151,019		4,588	
Total Class I Railways—Electric‡	*1932-33*	*1,592*	*530*			*Nil*	*Nil*	*Nil*	*1,592*	*530*	*2,122*		*51*	
	1933-34	1,602	573			Nil	Nil	Nil	1,602	573	2,175		69	

‡ Excluding electric multiple unit suburban trains.

17.—Statement of Train and Engine ‡ Mileage of Class I

Railway.	Year.	Shunting Miles.						Other			
		Passenger and proportion of mixed.			Goods and proportion of mixed.			Passenger and proportion of mixed.			
		Shunting Engines.	Train Engines.	Total. (Cols. 18+19.)	Shunting Engines.	Train Engines.	Total. (Cols. 21+22.)	Assisting required.	Assisting not required.	Light.	Total Other. (Cols. 24+25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
5′ 6″ Gauge.											
Bengal-Nagpur	*1932-33*	*311*	*33*	*344*	*2,269*	*328*	*2,597*	*8*	*5*	*68*	*81*
	1933-34	254	30	284	2,287	402	2,689	8	7	41	56
Bombay, Baroda & Central India	*1932-33*	*164*	*5*	*169*	*728*	*74*	*802*	*Nil*	*2*	*138*	*140*
	1933-34	160	6	166	796	65	861	2	3	144	149
Eastern Bengal	*1932-33*	*318*	*56*	*374*	*771*	*68*	*839*	*Nil*	*Nil*	*27*	*27*
	1933-34	314	49	363	760	80	840	Nil	Nil	29	29
East Indian	*1932-33*	*747*	*32*	*779*	*3,519*	*239*	*3,758*	*68*	*107*	*445*	*620*
	1933-34	750	29	779	3,545	309	3,854	63	69	450	582
Great Indian Peninsula—Steam	*1932-33*	*311*	*14*	*325*	*1,789*	*191*	*1,980*	*50*	*54*	*90*	*194*
	1933-34	213	15	228	1,764	204	1,968	51	67	90	208
Great Indian Peninsula—Electric‡	*1932-33*	*26*	*1*	*27*	*Nil*	*21*	*21*	*91*	*65*	*39*	*195*
	1933-34	109	1	110	Nil	21	21	92	63	42	197
Madras & Southern Mahratta	*1932-33*	*125*	*6*	*131*	*544*	*95*	*639*	*10*	*9*	*80*	*99*
	1933-34	127	6	133	536	95	631	13	9	86	108
Nizam's State	*1932-33*	*59*	*4*	*63*	*164*	*29*	*193*	*1*	*Nil*	*26*	*27*
	1933-34	60	4	64	173	18	191	1	Nil	20	21
North Western	*1932-33*	*1,019*	*84*	*1,103*	*1,828*	*274*	*2,102*	*345*	*78*	*172*	*595*
	1933-34	1,010	82	1,092	1,808	335	2,143	398	78	161	637
South Indian	*1932-33*	*63*	*67*	*130*	*212*	*93*	*305*	*5*	*1*	*14*	*20*
	1933-34	65	72	137	196	91	287	1	1	21	23
Total 5′ 6″ Gauge—Steam	*1932-33*	*3,117*	*301*	*3,418*	*11,824*	*1,391*	*13,215*	*487*	*256*	*1,060*	*1,803*
	1933-34	2,953	293	3,246	11,865	1,599	13,464	537	234	1,042	1,813
Total 5′ 6″ Gauge—Electric‡	*1932-33*	*26*	*1*	*27*	*Nil*	*21*	*21*	*91*	*65*	*39*	*195*
	1933-34	109	1	110	Nil	21	21	92	63	42	197
3′ 3¾″ Gauge.											
Assam Bengal	*1932-33*	*89*	*28*	*117*	*498*	*69*	*567*	*10*	*9*	*23*	*42*
	1933-34	88	30	118	499	67	566	7	6	23	36
Bengal and North-Western	*1932-33*	*124*	*53*	*177*	*1,121*	*278*	*1,399*	*3*	*10*	*22*	*35*
	1933-34	128	68	196	1,157	363	1,520	3	13	24	40
Bombay, Baroda & Central India	*1932-33*	*208*	*46*	*254*	*787*	*101*	*888*	*10*	*26*	*50*	*86*
	1933-34	211	41	252	798	113	911	11	20	36	67
Burma	*1932-33*	*270*	*Nil*	*270*	*678*	*Nil*	*678*	*6*	*1*	*28*	*35*
	1933-34	239	Nil	239	698	Nil	698	11	Nil	24	35

‡ Excluding electric multiple unit suburban trains.

Railways for the years 1932-33 and 1933-34 (In thousands)—contd.

Engine Miles									Total Engine Miles.			
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.			Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total. Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)	Total including Departmental. (Columns 36+37+38.)	
28	29	30	31	32	33	34	35	36	37	38	39	40
												5′ 6″ Gauge.
118	*20*	*408*	*139*	*685*	*10*	*22*	*407*	*769*	*5,609*	*8,517*	*14,895*	Bengal Nagpur.
145	24	434	175	778	10	23	387	724	5,619	9,019	15,362	
Nil	*1*	*60*	*17*	*78*	*1*	*14*	*221*	*295*	*4,161*	*3,177*	*7,633*	Bombay, Baroda & Central India.
Nil	1	62	20	83	4	20	235	325	4,147	3,372	7,844	
4	*16*	*48*	*181*	*249*	*17*	*12*	*28*	*190*	*4,583*	*2,213*	*6,986*	Eastern Bengal.
4	18	54	182	258	12	13	33	476	4,786	2,378	7,640	
80	*100*	*682*	*1,167*	*2,029*	*116*	*63*	*888*	*1,902*	*17,607*	*16,823*	*36,332*	East Indian.
88	105	782	1,118	2,093	95	67	876	1,748	17,557	17,426	36,731	
91	*28*	*171*	*37*	*327*	*6*	*39*	*293*	*704*	*10,456*	*7,800*	*18,960*	Steam — Great Indian Peninsula.
98	49	168	36	351	5	38	286	664	10,498	7,990	19,152	
72	*1*	*34*	*Nil*	*107*	*Nil*	*21*	*38*	*89*	*1,814*	*658*	*2,561*	‡ Electric — Great Indian Peninsula.
75	1	28	Nil	104	1	15	29	99	1,909	698	2,706	
55	*14*	*83*	*4*	*156*	*12*	*13*	*112*	*274*	*4,515*	*2,509*	*7,298*	Madras & Southern Mahratta.
53	14	92	6	165	9	27	161	358	4,371	2,749	7,448	
12	*2*	*102*	*2*	*118*	*1*	*30*	*66*	*155*	*1,044*	*1,069*	*2,268*	Nizam's State.
12	3	94	Nil	109	1	22	96	199	982	1,088	2,269	
207	*25*	*442*	*53*	*727*	*44*	*36*	*755*	*1,138*	*15,531*	*9,778*	*26,447*	North Western.
147	23	430	51	651	48	30	724	1,105	15,344	10,185	26,634	
18	*4*	*40*	*Nil*	*62*	*70*	*12*	*72*	*310*	*2,621*	*1,029*	*3,960*	South Indian.
14	5	35	Nil	54	42	17	48	229	2,621	968	3,818	
535	*210*	*2,036*	*1,600*	*4,431*	*277*	*241*	*2,842*	*5,737*	*66,127*	*52,915*	*124,779*	Steam — Total 5′ 6″ Gauge.
561	242	2,151	1,588	4,542	226	257	2,846	5,828	65,925	55,145	126,898	
72	*1*	*34*	*Nil*	*107*	*Nil*	*21*	*38*	*89*	*1,814*	*658*	*2,561*	‡ Electric — Total 5′ 6″ Gauge.
75	1	28	Nil	104	1	15	29	99	1,909	698	2,706	
												3′ 3¾″ Gauge.
24	*24*	*41*	*Nil*	*89*	*2*	*7*	*52*	*218*	*1,750*	*2,311*	*4,279*	Assam Bengal.
23	18	37	1	79	3	8	57	221	1,779	2,418	4,418	
Nil	*47*	*39*	*Nil*	*86*	*89*	*6*	*128*	*450*	*5,246*	*4,296*	*9,992*	Bengal and North-Western.
Nil	54	42	Nil	96	104	13	151	559	5,233	4,454	10,246	
7	*45*	*68*	*21*	*141*	*1*	*4*	*288*	*365*	*5,436*	*4,066*	*9,867*	Bombay, Baroda & Central India.
9	44	63	28	144	Nil	3	292	348	5,049	4,112	9,509	
6	*2*	*142*	*243*	*393*	*Nil*	*Nil*	*115*	*420*	*3,993*	*3,821*	*8,234*	Burma.
10	2	165	316	493	Nil	Nil	123	490	3,966	4,295	8,661	

17.—Statement of Train and Engine ‡Mileage of Class I

Railway.	Year.	Shunting Miles. Passenger and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 18 +19.)	Goods and proportion of mixed. Shunting Engines.	Train Engines.	Total. (Cols. 21 +22.)	Other. Passenger and proportion of mixed. Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)
16	17	18	19	20	21	22	23	24	25	26	27
3' 3½" Gauge—*concld.*											
Eastern Bengal	*1932-33*	*180*	*12*	*192*	*390*	*79*	*469*	*Nil*	*2*	*6*	*8*
	1933-34	178	15	193	455	78	533	Nil	1	6	7
Jodhpur	*1932-33*	*96*	*45*	*141*	*162*	*52*	*214*	*2*	*2*	*6*	*10*
	1933-34	87	52	139	166	59	225	3	4	7	14
Madras & Southern Mahratta	*1932-33*	*100*	*8*	*108*	*622*	*71*	*693*	*13*	*34*	*21*	*68*
	1933-34	100	7	107	657	76	733	12	40	29	81
Nizam's State	*1932-33*	*21*	*13*	*34*	*91*	*10*	*101*	*3*	*Nil*	*39*	*42*
	1933-34	25	11	36	88	0	94	3	Nil	26	29
Rohilkund and Kumaon	*1932-33*	*34*	*Nil*	*34*	*207*	*3*	*210*	*12*	*13*	*13*	*38*
	1933-34	36	Nil	36	231	4	235	12	13	15	40
South Indian	*1932-33*	*107*	*191*	*298*	*337*	*202*	*539*	*1*	*9*	*29*	*39*
	1933-34	117	208	325	332	199	531	3	8	18	29
Total 3' 3½" Gauge	*1932-33*	*1,229*	*396*	*1,625*	*4,893*	*865*	*5,758*	*60*	*106*	*237*	*403*
	1933-34	1,209	432	1,641	5,081	965	6,046	65	105	208	378

		Shunting Miles (all classes). Shunting Engines.	Train Engines.	Total.
2' 6" & 2' 0" Gauges.				
Bengal-Nagpur	*1932-33*	*303*	*85*	*388*
	1933-34	291	81	372
Bombay, Baroda & Central India	*1932-33*	*Nil*	*30*	*30*
	1933-34	Nil	33	33
Eastern Bengal	*1932-33*	*Nil*	*3*	*3*
	1933-34	Nil	3	3
Great Indian Peninsula	*1932-33*	*35*	*3*	*38*
	1933-34	36	3	39
North Western	*1932-33*	*120*	*32*	*152*
	1933-34	115	33	148
South Indian	*1932-33*	*Nil*	*11*	*11*
	1933-34	Nil	9	9
Total 2' 6" & 2' 0" Gauges	*1932-33*	*458*	*164*	*622*
	1933-34	442	162	604
Total Class I Railways — Steam	*1932-33*	*21,521*	*3,117*	*24,638*
	1933-34	21,550	3,451	25,001
Total Class I Railways — Electric‡	*1932-33*	*26* 1	*37* ..	*21* 21
	1933-34	109 1	110 *Nil*	21 21

Total Class I Railways — Electric‡		Other. Passenger and proportion of mixed. Assisting required.	Assisting not required.	Light.	Total. Other. (Cols. 24+ 25+26.)
	1932-33	*91*	*65*	*39*	*195*
	1933-34	92	63	42	197

‡Excluding electric multiple unit suburban trains.
* Included in column 32.

Railways for the years 1932-33 and 1933-34 (In thousands)—concld.

Engine Miles.								Total Engine Miles.				
Goods and proportion of mixed.					Departmental (including shunting and departmental sidings).			Total Departmental. (Cols. 15+33+35.)	Traffic Engine Miles.		Total including Departmental. (Columns 36+37+38.)	Railway.
Assisting required.	Assisting not required.	Light.	Siding.	Total Other (Cols. 28+29+30+31.)	Passenger and total Mixed.	Goods Engg.	Total Goods.		Passenger and proportion of mixed. (Columns 10+20+27.)	Goods & proportion of mixed. (Columns 11+23+32.)		
28	29	30	31	32	33	34	35	36	37	38	39	40
												3′ 3¾″ Gauge—*concld.*
Nil	*3*	*16*	*18*	*37*	*2*	*22*	*44*	*133*	*2,296*	*1,690*	*4,124*	Eastern Bengal.
Nil	4	10	17	31	1	10	33	128	2,394	1,906	4,428	
12	*4*	*16*	*Nil*	*32*	*Nil*	*3*	*71*	*119*	*935*	*1,006*	*2,060*	Jodhpur.
13	5	20	3	41	Nil	2	72	106	952	1,061	2,119	
126	*114*	*61*	*1*	*302*	*1*	*17*	*76*	*250*	*3,934*	*4,214*	*8,428*	Madras & Southern Mahratta.
109	114	83	1	307	2	17	87	264	3,990	4,347	8,661	
6	*Nil*	*42*	*Nil*	*48*	*1*	*11*	*72*	*114*	*1,062*	*587*	*1,763*	Nizam's State.
7	Nil	35	Nil	42	1	12	95	151	1,086	547	1,784	
9	*4*	*11*	*4*	*28*	*8*	*1*	*54*	*112*	*1,047*	*846*	*2,005*	Rohilkund and Kumaon.
9	7	12	4	32	10	1	65	121	1,060	896	2,077	
35	*24*	*55*	*26*	*140*	*47*	*35*	*74*	*562*	*6,683*	*2,398*	*9,643*	South Indian.
47	32	43	25	148	49	45	81	552	6,706	2,460	9,718	
225	*267*	*485*	*313*	*1,290*	*151*	*106*	*974*	*2,748*	*32,382*	*25,265*	*60,395*	Total 3′ 3¾″ Gauge.
227	281	510	395	1,413	170	111	1,056	2,940	32,215	26,406	61,561	
§ Other Engine Miles.					Total other Departmental.							2′ 6″ & 2′ 0″ Gauges.
			21				*27*	*65*	*	*	*2,068*	Bengal-Nagpur.
			31				27	84	1,204	859	2,147	
			4				*3*	*3*	*319*	*108*	*430*	Bombay, Baroda & Central India.
			4				3	8	312	121	441	
			Nil				*2*	*2*	*102*	*7*	*111*	Eastern Bengal.
			Nil				Nil	Nil	107	6	113	
			Nil				*1*	*16*	*260*	*238*	*514*	Great Indian Peninsula.
			Nil				2	19	261	239	519	
			103				*12*	*56*	*	*	*1,454*	North Western.
			73				12	59	601	707	1,358	
			Nil				*Nil*	*Nil*	*125*	*50*	*175*	South Indian.
			Nil				Nil	1	121	45	167	
			128				*45*	*142*	*	*	*4,752*	Total 2′ 6″ & 2′ 0″ Gauges.
			108				44	162	2,606	1,977	4,745	
				8,055				*8,642*	*	*	*189,926*	Steam
				8,254				8,930	100,746	83,528	193,204	
72	*1*	*34*	*Nil*	*107*	*Nil*	*21*	*38*	*89*	*1,814*	*658*	*2,561*	Electric ‡
75	1	28	Nil	104	1	15	29	99	1,909	698	2,706	

Total Class I Railways

* Figures not available.
§ "Other" includes Assisting required, Assisting not required, Light and Siding.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (columns 4 + 5.)	Main Line.	Branch Line.	Total. (columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
5' 6" Gauge.										
Bengal-Nagpur	*1932-33*	*244,9*	*16,4*	*15,2*	*31,6*	*245,7*	*173,2*	*418,9*	*63,8*	*519,5*
	1933-34	242,7	13,5	16,3	29,8	248,9	181,1	430,0	56,7	537,9
Bombay, Baroda and Central India.	*1932-33*	*149,6*	*18,7*	*41,5*	*60,2*	*120,5*	*21,0*	*141,5*	*33,8*	*160,3*
	1933-34	147,3	18,7	40,9	59,6	128,6	23,0	151,6	32,1	172,2
Eastern Bengal	*1932-33*	*199,1*	*11,1*	*4,7*	*15,8*	*94,9*	*13,8*	*108,7*	*74,8*	*167,7*
	1933-34	206,4	11,0	6,2	17,2	102,4	13,2	115,6	72,5	168,0
East Indian	*1932-33*	*634,1*	*55,1*	*13,8*	*68,9*	*755,0*	*188,2*	*943,2*	*155,8*	*751,2*
	1933-34	615,8	62,7	13,5	76,2	767,7	203,0	970,7	155,9	770,9
Great Indian Peninsula	*1932-33*	*447,6*	*40,0*	*15,3*	*55,3*	*331,5*	*118,4*	*449,9*	*70,9*	*402,6*
	1933-34	447,7	40,0	16,3	56,3	331,6	125,2	456,8	68,1	399,9
Madras and Southern Mahratta	*1932-33*	*197,2*	*12,1*	*10,2*	*22,3*	*99,3*	*40,9*	*140,2*	*26,2*	*127,8*
	1933-34	189,0	10,7	13,9	24,6	114,5	39,3	153,8	26,7	126,2
Nizam's State	*1932-33*	*35,0*	*2,2*	*11,3*	*20,5*	*52,9*	*2*	*53,1*	*12,6*	*33,5*
	1933-34	29,1	14,4	22,7	37,1	40,2	..	40,2	12,8	38,2
North Western	*1932-33*	*506,4*	*168,0*	*86,7*	*254,7*	*409,4*	*88,8*	*498,2*	*220,6*	*430,3*
	1933-34	461,3	199,2	106,5	305,7	427,3	84,0	511,3	218,4	428,7
South Indian	*1932-33*	*116,4*	*8,3*	*10,4*	*18,7*	*37,4*	*6,7*	*44,1*	*26,0*	*61,0*
	1933-34	117,3	8,2	8,6	16,8	36,4	6,7	43,1	27,5	57,3
Total 5' 6" Gauge	*1932-33*	*2,539,3*	*338,9*	*209,1*	*548,0*	*2,146,6*	*651,2*	*2,797,8*	*689,5*	*2,649,4*
	1933-34	2,456,6	378,4	244,9	623,3	2,197,6	675,5	2,873,1	670,7	2,690,3
3' 3½" Gauge.										
Assam Bengal	*1932-33*	*3*	*134,8*	*112,2*	*247,0*	*11,7*	*18,1*	*29,8*	*23,6*	*113,3*
	1933-34	2	132,8	124,6	257,4	5,0	19,5	24,5	24,0	113,0
Bengal and North-Western	*1932-33*	*236,8*	*83,1*	*63,8*	*146,9*	*122,3*	*74,9*	*197,2*	*35,4*	*279,8*
	1933-34	251,4	64,1	56,5	120,6	115,0	83,9	198,9	39,3	304,0
Bombay, Baroda and Central India.	*1932-33*	*231,0*	*67,5*	*62,4*	*129,9*	*95,3*	*93,9*	*189,2*	*51,0*	*177,6*
	1933-34	213,5	56,2	58,3	114,5	96,0	93,1	189,1	50,4	182,3
Burma	*1932-33*	*57,1*	*172,5*	*85,6*	*258,1*	*96,5*	*36,9*	*133,4*	*54,0*	*135,5*
	1933-34	56,9	167,3	90,9	258,2	102,9	41,9	144,8	47,9	139,5

for the years 1932-33 and 1933-34 (In hundreds).

Service.					Departmental Engine hours.				Percentage of train Engine hours to total Engine hours.		
†Other Hours.			Total.								
Passenger and proportion of mixed.	Goods and proportion of mixed.	Siding Engine Hours.	Passenger and proportion of mixed. (Columns 3+4+10+12.)	Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Passenger and total mixed.	Goods.	Total. (Columns 17+18.)	Total Engine hours. (Columns 15+16+19.)	Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											5' 6" GAUGE.
66,7	*147,8*	*19,8*	*396,8*	*1,121,2*	*3,3*	*96,0*	*99,3*	*1,617,3*	*65*	*36*	Bengal-Nagpur.
64,5	154,8	25,0	377,4	1,164,0	3,6	91,1	94,7	1,636,1	67	36	
54,5	*41,1*	*2,4*	*256,6*	*386,8*	*2,4*	*43,4*	*45,8*	*689,2*	*65*	*43*	Bombay, Baroda and Central India.
54,3	41,9	2,8	252,4	409,4	2,9	45,3	48,2	710,0	65	42	
77,4	*24,4*	*25,8*	*362,4*	*331,3*	*2,1*	*20,9*	*23,0*	*716,7*	*58*	*32*	Eastern Bengal.
83,2	27,9	26,1	373,1	343,8	2,2	56,3	58,5	775,4	58	30	
249,6	*253,0*	*166,7*	*1,094,6*	*2,133,4*	*34,3*	*217,5*	*251,8*	*3,479,8*	*61*	*41*	East Indian.
248,2	254,2	159,7	1,082,6	2,169,0	30,4	202,4	232,8	3,484,4	61	42	
112,5	*174,1*	*5,4*	*671,0*	*1,047,3*	*5,7*	*91,7*	*97,4*	*1,815,7*	*72*	*41*	Great Indian Peninsula.
115,1	179,1	5,2	670,9	1,057,3	7,2	92,3	99,5	1,827,7	72	41	
77,1	*56,7*	*6*	*312,6*	*335,5*	*7,5*	*25,1*	*32,6*	*680,7*	*66*	*42*	Madras and Southern Mahratta.
78,2	64,3	9	304,6	359,1	7,3	34,3	41,6	705,3	64	42	
14,6	*24,0*	*2*	*71,3*	*127,1*	*1*	*20,5*	*20,6*	*219,0*	*62*	*42*	Nizam's State.
14,2	22,3	..	70,5	123,4	1	27,8	27,9	221,8	62	42	
150,9	*137,1*	*7,6*	*1,045,9*	*1,149,9*	*11,6*	*154,8*	*166,4*	*2,362,2*	*64*	*45*	North Western.
158,2	136,2	7,3	1,037,1	1,190,0	11,5	143,9	155,4	2,382,5	63	46	
56,2	*23,8*	*Nil*	*206,9*	*144,3*	*14,0*	*34,4*	*48,4*	*399,6*	*56*	*30*	South Indian.
48,3	25,4	Nil	201,3	134,4	8,1	26,2	34,3	370,0	60	32	
859,4	*892,9*	*228,5*	*4,418,1*	*6,776,8*	*81,0*	*704,3*	*785,3*	*11,980,2*			Total 5' 6" Gauge.
864,2	906,1	227,9	4,369,9	6,950,4	73,3	719,6	792,9	12,113,2			
											3' 3½" GAUGE.
31,8	*36,7*	*Nil*	*190,5*	*292,0*	*5*	*25,0*	*25,5*	*508,0*	*71*	*45*	Assam Bengal.
30,5	37,4	1	187,5	299,6	1,5	24,8	26,3	513,4	71	46	
65,5	*57,3*	*Nil*	*420,8*	*598,1*	*17,0*	*51,7*	*68,7*	*1,087,6*	*73*	*40*	Bengal and North Western.
65,3	61,2	Nil	420,1	620,6	20,3	63,6	83,9	1,124,6	72	37	
53,7	*56,5*	*3,0*	*413,2*	*488,7*	*3*	*59,0*	*59,3*	*961,2*	*72*	*47*	Bombay, Baroda and Central India.
57,7	55,0	3,9	377,8	488,6	3	60,1	60,4	926,8	71	45	
60,0	*36,3*	*34,7*	*343,6*	*425,5*	*1,0*	*40,9*	*41,9*	*811,0*	*67*	*47*	Burma.
63,0	40,9	45,2	335,1	461,3	1,0	49,2	50,2	846,6	67	46	

† Other hours include Assisting required, Assisting not required, Light and Siding engine hours.

18.—*Statement of Engine hours of Class I Railways*

Railway.	Year.	Passenger trains.	Mixed trains.			Goods trains.			Traffic Shunting.	
			Passenger proportion.	Goods proportion.	Total. (Columns 4+5.)	Main Lines.	Branch Lines.	Total. (Columns 7 + 8.)	Passenger and proportion of mixed.	Goods and proportion of mixed.
1	2	3	4	5	6	7	8	9	10	11
3' 3½" Gauge—*concld.*										
Eastern Bengal	*1932-33*	*106,8*	*23,9*	*18,6*	*42,5*	*55,0*	*4,0*	*59,0*	*38,4*	*93,7*
	1933-34	108,1	28,6	23,0	51,6	91,8	4,8	96,6	38,5	106,6
Jodhpur	*1932-33*	*17,2*	*31,5*	*37,3*	*68,8*	*21,0*	*9*	*21,9*	*28,2*	*42,8*
	1933-34	17,1	32,6	38,0	70,6	22,6	1,5	24,1	27,7	45,1
Madras and Southern Mahratta	*1932-33*	*181,4*	*47,9*	*82,8*	*130,7*	*154,2*	*57,1*	*211,3*	*21,6*	*138,5*
	1933-34	181,7	42,9	77,9	120,8	158,6	61,5	220,1	21,4	146,7
Nizam's State	*1932-33*	*45,3*	*9,3*	*8,7*	*18,0*	*31,1*	*Nil*	*31,1*	*6,8*	*20,2*
	1933-34	43,9	10,8	5,5	16,3	33,8	Nil	33,8	7,1	18,9
Rohilkund and Kumaon	*1932-33*	*34,8*	*27,7*	*35,3*	*63,0*	*13,6*	*8*	*14,4*	*6,7*	*42,1*
	1933-34	35,4	27,7	34,1	61,8	17,2	4	17,6	7,2	47,0
South Indian	*1932-33*	*318,8*	*50,7*	*30,4*	*81,1*	*85,5*	*37,5*	*123,0*	*59,4*	*108,0*
	1933-34	319,5	49,8	34,7	84,5	83,9	39,9	123,8	65,0	106,9
Total 3' 3½" Gauge	*1932-33*	*1,229,5*	*648,9*	*537,1*	*1,186,0*	*716,2*	*324,1*	*1,040,3*	*325,1*	*1,151,5*
	1933-34	1,227,7	612,8	543,5	1,156,3	726,8	346,5	1,073,3	328,5	1,209,1
2' 6" & 2' 0" Gauges.			Total			Total			Total	
Bengal Nagpur	*1932-33*	*37,6*			*60,3*			*37,7*	*77,6*	
	1933-34	49,6			50,8			37,9	74,4	
Bombay, Baroda and Central India.	*1932-33*	*11,1*			*21,5*			*1,4*	*6,0*	
	1933-34	7,5			26,5			2	6,6	
Eastern Bengal	*1932-33*	*6,5*			*4,6*			*Nil*	*5*	
	1933-34	6,3			4,6			Nil	6	
Great Indian Peninsula	*1932-33*	*Nil*			*33,7*			*Nil*	*8,0*	
	1933-34	2			33,5			Nil	8,0	
North-Western	*1932-33*	*21,9*			*47,2*			*44,7*	*30,3*	
	1933-34	18,9			45,5			43,6	29,5	
South Indian	*1932-33*	*Nil*			*12,5*			*Nil*	*2,2*	
	1933-34	Nil			12,0			Nil	1,9	
Total 2' 6" & 2' 0" Gauges	*1932-33*	*77,1*			*179,8*			*83,8*	*124,6*	
	1933-34	82,5			172,9			81,7	121,0	
Total Class I Railways	*1932-33*	*3,836,9*			*1,913,8*			*3,921,9*	*4,949,1*	
	1933-34	3,766,8			1,952,5			4,028,1	5,028,6	

for the years 1932-33 and 1933-34 (In hundreds)—concld.

Service. † Other Hours. Passenger and proportion of mixed.	Service. † Other Hours. Goods and proportion of mixed.	Service. † Other Hours. Siding Engine Hours.	Service. Total. Passenger and proportion of mixed. (Columns 3+4+10+12)	Service. Total. Goods and proportion of mixed. (Columns 5+9+11+13+14.)	Departmental Engine hours. Passenger and total mixed.	Departmental Engine hours. Goods.	Departmental Engine hours. Total. (Columns 17 + 18.)	Total Engine hours. (Columns 15 + 16 + 19.)	Percentage of train Engine hours to Total Engine hours. Passenger train Engine Hours to Total Pass. Engine Hours (including proportion of mixed).	Percentage of train Engine hours to Total Engine hours. Goods train Engine Hours to Total Goods Engine Hours (including proportion of mixed).	Railway.
12	13	14	15	16	17	18	19	20	21	22	23
											3′ 3⅜″ Gauge—*concld.*
37,0	*18,0*	*2,6*	*206,1*	*221,9*	*9*	*17,7*	*18,6*	*446,6*	*63*	*45*	Eastern Bengal.
40,1	20,3	2,4	215,3	248,9	7	16,9	17,6	481,8	63	45	
22,1	*23,3*	*Nil*	*99,0*	*125,8*	*2*	*18,2*	*18,4*	*243,2*	*49*	*41*	Jodhpur.
23,2	26,7	5	100,6	134,4	3	17,4	17,7	252,7	49	41	
35,4	*70,0*	*2*	*286,3*	*502,8*	*1,7*	*28,3*	*30,0*	*819,1*	*80*	*55*	Madras and Southern Mahratta.
38,0	73,8	2	284,0	518,7	1,9	28,5	30,4	833,1	79	54	
14,6	*8,5*	*Nil*	*76,0*	*63,5*	*4*	*15,7*	*16,1*	*160,6*	*71*	*47*	Nizam's State.
15,7	7,2	Nil	77,5	65,4	4	20,2	20,6	163,5	70	46	
15,6	*9,7*	*5*	*84,8*	*102,0*	*2,1*	*17,0*	*19,1*	*205,9*	*72*	*42*	Rohilkund and Kumaon.
13,8	10,3	5	84,1	109,5	2,4	19,6	22,0	215,6	73	40	
162,5	*50,1*	*3,7*	*591,4*	*315,2*	*10,1*	*67,5*	*77,6*	*984,2*	*61*	*40*	South Indian.
169,5	56,6	3,5	603,8	324,6	10,7	66,4	77,1	1,005,5	60	41	
503,2	*366,9*	*44,7*	*2,711,7*	*3,140,5*	*34,2*	*341,0*	*375,2*	*6,227,4*			Total 3′ 3⅜″ Gauge.
516,8	389,4	56,3	2,685,8	3,271,6	39,5	366,7	406,2	6,363,6			
Total.					Total.						2′ 6″ & 2′ 0″ Gauges.
21,7						*3,8*	*243,7*				Bengal Nagpur.
25,6						11,3	249,6				
17,0						*2,1*	*59,1*				Bombay, Baroda and Central India.
17,6						1,1	59,5				
7,5						*3*	*19,6*				Eastern Bengal.
8,1						Nil	19,6				
6,1						*1,8*	*49,6*				Great Indian Peninsula.
5,9						2,4	50,0				
26,7						*7,4*	*178,2*				North Western.
20,1						6,6	164,2				
7,2						*Nil*	*21,9*				South Indian.
6,7						1	20,7				
36,2						*20,4*	*572,1*				Total 2′ 6″ & 2′ 0″ Gauges.
84,0						21,5	563,6				
2,985,9						*1,180,9*	*18,779,7*				Total Class I Railways.
3,043,8						1,220,6	19,040,4				

† "Other hours" include Assisting required, Assisting not required, Light and Siding engine hours.

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total (Cols. 3 +4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total (Cols. 6 +7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6)	Other Vehicles. (Cols. 4+7.)	Total (Cols. 9 +10.)	GOODS AND GOODS. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ GAUGE.													
Bengal-Nagpur	*1932-33*	*72,343*	*2,571*	*74,914*	*3,130*	*39*	*3,169*	*75,473*	*2,610*	*78,083*	*89,013*	*129,295*	*68·8*
	1933-34	77,410	2,460	79,870	2,698	35	2,733	80,108	2,495	82,603	99,388	140,973	70·5
Bombay, Baroda and Central India.	*1932-33*	*50,355*	*8,060*	*58,415*	*6,634*	*915*	*7,549*	*56,989*	*8,975*	*65,964*	*52,555*	*74,301*	*70·7*
	1933-34	51,909	8,255	60,164	6,909	823	7,732	58,818	9,078	67,896	57,462	81,140	70·8
Eastern Bengal	*1932-33*	*63,677*	*5,275*	*68,952*	*2,693*	*Nil*	*2,693*	*66,370*	*5,275*	*71,645*	*34,436*	*48,934*	*70·4*
	1933-34	66,350	5,207	71,557	2,921	Nil	2,921	69,271	5,207	74,478	38,816	54,951	70·6
East Indian	*1932-33*	*258,122*	*9,854*	*267,976*	*13,403*	*249*	*13,652*	*271,525*	*10,103*	*281,628*	*312,039*	*492,814*	*63·3*
	1933-34	251,614	9,851	261,465	17,117	317	17,434	268,731	10,168	278,899	330,601	515,797	64·1
Great Indian Peninsula	*1932-33*	*166,112*	*4,361*	*170,473*	*11,591*	*Nil*	*11,591*	*177,703*	*4,361*	*182,064*	*155,753*	*210,214*	*74·1*
	1933-34	163,729	4,955	168,684	11,764	Nil	11,764	175,493	4,955	180,448	163,305	218,198	74·8
Madras and Southern Mahratta.	*1932-33*	*52,748*	*605*	*53,353*	*2,434*	*9*	*2,443*	*55,182*	*614*	*55,796*	*42,280*	*58,093*	*72·8*
	1933-34	50,341	716	51,057	2,288	Nil	2,288	52,629	716	53,345	47,820	68,147	70·2
Nizam's State	*1932-33*	*10,196*	*195*	*10,391*	*2,655*	*70*	*2,725*	*12,851*	*265*	*13,116*	*15,574*	*22,050*	*70·6*
	1933-34	9,047	159	9,206	4,368	91	4,459	13,415	250	13,665	13,460	18,691	72·0
North Western	*1932-33*	*189,290*	*6,361*	*195,651*	*40,809*	*659*	*41,459*	*230,090*	*7,020*	*237,110*	*177,439*	*243,303*	*72·9*
	1933-34	177,645	5,949	183,594	53,058	605	53,663	230,703	6,554	237,257	179,055	253,390	70·7
South Indian	*1932-33*	*26,822*	*420*	*27,242*	*2,082*	*42*	*2,124*	*28,904*	*462*	*29,366*	*12,550*	*15,589*	*80·5*
	1933-34	27,717	288	28,005	1,922	Nil	1,922	29,639	288	29,927	12,427	15,418	80·6
Total 5′ 6″ Gauge	*1932-33*	*889,665*	*37,702*	*927,367*	*85,422*	*1,983*	*87,405*	*975,087*	*39,685*	*1,014,772*	*891,639*	*1,294,623*	*68·9*
	1933-34	875,762	37,340	913,602	103,045	1,871	104,916	978,807	39,711	1,018,518	942,334	1,366,705	68·9
3′ 3½″ GAUGE.													
Assam Bengal	*1932-33*	*64*	*44*	*108*	*39,732*	*3,050*	*42,782*	*39,796*	*3,094*	*42,890*	*2,687*	*4,309*	*62·4*
	1933-34	58	41	99	40,601	2,986	43,587	40,659	3,027	43,686	1,206	2,100	57·4
Bengal and North-Western.	*1932-33*	*65,068*	*391*	*65,459*	*19,398*	*198*	*20,096*	*84,966*	*589*	*85,555*	*41,073*	*53,156*	*77·3*
	1933-34	65,678	1,396	67,074	16,047	73	16,120	81,725	1,469	83,194	44,345	56,317	78·7
Bombay, Baroda and Central India.	*1932-33*	*64,763*	*5,190*	*69,953*	*22,503*	*801*	*23,304*	*87,266*	*5,991*	*93,257*	*38,005*	*55,166*	*68·9*
	1933-34	60,929	4,960	65,889	20,145	853	20,998	81,074	5,813	86,887	41,745	59,945	69·6
Burma.	*1932-33*	*23,665*	*284*	*23,949*	*49,782*	*1,294*	*51,076*	*73,447*	*1,578*	*75,025*	*42,887*	*56,332*	*76·1*
	1933-34	23,332	318	23,650	48,936	1,024	49,960	72,268	1,342	73,610	48,946	65,331	74·9

Railways for the years 1932-33 and 1933-34 (In thousands).

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total (Columns 23 + 24.)	Passenger and total mixed.	Goods.	Total. (Columns 26 + 27.)	Railway.
Loaded.	Total.	Percentage loaded of total.	Loaded	Total.	Loaded. (Cols. 12+15+18.)	Total. (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														5' 6" Gauge.
47,121	*82,049*	*57·4*	*2,158*	*3,264*	*138,292*	*214,608*	*64·4*	*614*	*6,560*	*7,174*	*3,460*	*6,615*	*10,075*	Bengal Nagpur.
54,142	93,100	58·2	2,444	3,562	155,974	237,635	65·6	597	5,712	6,309	391	6,921	7,312	
5,919	*10,352*	*57·2*	*12,401*	*16,717*	*70,875*	*101,370*	*69·9*	*98*	*2,094*	*2,192*	*2,590*	*1,822*	*4,412*	Bombay, Baroda and Central India.
6,619	11,533	57·4	12,682	16,919	76,763	109,592	70·0	96	2,443	2,539	1,940	1,999	3,939	
2,391	*3,881*	*61·6*	*734*	*1,133*	*37,561*	*53,948*	*69·6*	*129*	*6,674*	*6,803*	*181*	*1,297*	*1,478*	Eastern Bengal.
2,556	4,061	62·9	1,103	1,674	42,475	60,686	70·0	188	11,884	12,072	64	1,638	1,702	
41,602	*61,070*	*68·1*	*2,577*	*3,357*	*356,218*	*557,241*	*63·9*	*3,203*	*22,935*	*26,138*	*2,763*	*12,748*	*15,511*	East Indian.
43,991	65,466	67·2	2,892	3,831	377,484	585,094	64·5	2,956	19,147	22,103	2,496	13,000	15,496	
32,970	*49,561*	*66·5*	*2,909*	*4,348*	*191,632*	*264,153*	*72·6*	*228*	*7,203*	*7,431*	*3,921*	*6,546*	*10,467*	Great Indian Peninsula.
37,321	57,725	64·7	2,981	4,546	203,607	280,469	72·6	241	5,383	5,624	3,432	6,529	9,961	
13,063	*16,873*	*77·4*	*1,608*	*2,043*	*56,951*	*77,069*	*74·0*	*849*	*2,505*	*3,354*	*1,286*	*2,386*	*3,672*	Madras and Southern Mahratta.
13,048	16,680	78·2	2,258	2,998	63,126	87,825	71·9	1,016	3,186	4,202	1,058	2,585	3,643	
28	*53*	*51·7*	*1,938*	*3,368*	*17,540*	*25,471*	*68·9*	*27*	*1,192*	*1,219*	*294*	*754*	*1,048*	Nizam's State.
2	5	41·3	4,840	7,021	18,302	25,717	71·2	20	1,437	1,457	368	639	1,007	
23,161	*30,311*	*76·4*	*19,281*	*24,129*	*219,881*	*297,743*	*73·9*	*605*	*8,897*	*9,502*	*8,915*	*5,998*	*14,913*	North Western.
21,545	28,635	75·2	23,486	29,686	224,086	311,711	71·9	446	9,869	10,315	7,249	6,113	13,362	
1,912	*2,408*	*79·4*	*2,573*	*3,093*	*17,035*	*21,090*	*80·8*	*Nil*	*2,398*	*2,398*	*524*	*1,031*	*1,555*	South Indian
1,855	2,342	79·2	2,025	2,469	16,307	20,229	80·6	12	1,727	1,739	301	1,022	1,323	
168,167	*256,558*	*65·5*	*46,179*	*61,452*	*1,105,985*	*1,612,633*	*68·6*	*5,753*	*60,458*	*66,211*	*23,934*	*39,197*	*63,131*	Total 5' 6" Gauge.
181,079	279,547	64·7	54,711	72,706	1,178,124	1,718,958	68·5	5,572	60,788	66,360	17,299	40,446	57,745	
														3' 3¾" Gauge.
2,224	*3,189*	*69·8*	*25,932*	*35,761*	*30,843*	*43,259*	*71·3*	*36*	*3,781*	*3,367*	*Nil*	*607*	*607*	Assam Bengal.
2,622	3,668	71·5	29,437	41,063	33,265	46,831	71·0	116	4,139	4,255	Nil	456	456	
17,824	*24,145*	*73·8*	*11,568*	*15,671*	*70,465*	*92,972*	*75·8*	*83*	*8,110*	*8,193*	*7,662*	*2,056*	*9,718*	Bengal and North Western.
21,973	29,444	74·6	10,821	14,259	77,139	100,020	77·1	91	11,019	11,110	7,311	2,415	9,726	
29,564	*42,337*	*69·8*	*15,530*	*21,542*	*83,099*	*119,045*	*69·8*	*25*	*2,010*	*2,035*	*2,820*	*2,294*	*5,114*	Bombay, Baroda and Central India.
31,982	45,324	70·6	15,993	21,825	89,720	127,094	70·6	42	1,542	1,584	2,659	2,347	5,006	
5,242	*7,561*	*69·3*	*18,557*	*23,962*	*66,686*	*87,855*	*75·9*	*147*	*8,107*	*8,254*	*113*	*2,236*	*2,349*	Burma.
6,485	9,449	68·6	20,030	25,640	75,461	100,420	75·1	172	10,174	10,346	124	2,475	2,599	

19.—*Statement of vehicle and wagon Miles (in terms of four-wheelers) of Class I*

Railway.	Year.	PASSENGER TRAINS. Coaching Vehicles.	Other Vehicles.	Total. (Cols. 3+4.)	MIXED TRAINS. (PASSENGER PROPORTION.) Coaching Vehicles.	Other Vehicles.	Total. (Cols. 6+7.)	TOTAL PASSENGER AND PROPORTION OF MIXED. Coaching Vehicles. (Cols. 3+6.)	Other Vehicles. (Cols. 4+7)	Total. (Cols. 9+10).	GOODS AND Goods. *Main Lines.* Loaded.	Total.	Percentage loaded of total.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3⅜″ GAUGE—*concld.*													
Eastern Bengal	*1932-33*	*37,233*	*1,312*	*38,545*	*7,186*	*Nil*	*7,186*	*44,419*	*1,312*	*45,731*	*32,735*	*46,179*	*70·9*
	1933-34	38,019	1,290	39,309	8,845	Nil	8,845	46,864	1,290	48,154	35,226	49,514	71·1
Jodhpur	*1932-33*	*7,002*	*126*	*7,128*	*10,349*	*262*	*10,611*	*17,351*	*388*	*17,739*	*7,783*	*12,983*	*60·0*
	1933-34	6,909	167	7,076	10,769	290	11,059	17,678	457	18,135	8,712	13,247	65·8
Madras and Southern Mahratta.	*1932-33*	*43,631*	*579*	*44,210*	*11,749*	*Nil*	*11,749*	*55,380*	*579*	*55,959*	*40,674*	*54,049*	*75·3*
	1933-34	43,270	532	43,802	10,693	Nil	10,693	53,963	532	54,495	42,734	57,283	74·6
Nizam's State	*1932-33*	*8,821*	*346*	*9,167*	*2,561*	*73*	*2,634*	*11,382*	*419*	*11,801*	*8,807*	*11,813*	*74·6*
	1933-34	8,659	380	9,039	2,858	52	2,910	11,517	432	11,949	9,396	12,391	75·8
Rohilkund and Kumaon	*1932-33*	*7,692*	*106*	*7,798*	*6,245*	*62*	*6,307*	*13,937*	*168*	*14,105*	*3,237*	*4,878*	*66·4*
	1933-34	7,878	98	7,976	6,304	54	6,358	14,182	152	14,334	3,736	5,820	64·2
South Indian	*1932-33*	*83,044*	*504*	*83,548*	*11,328*	*37*	*11,365*	*94,372*	*541*	*94,913*	*30,054*	*40,685*	*73·9*
	1933-34	84,121	555	84,676	11,548	11	11,559	95,669	566	96,235	30,657	41,521	73·8
Total 3′ 3⅜″ Gauge	*1932-33*	*340,983*	*8,882*	*349,865*	*181,333*	*5,777*	*187,110*	*522,316*	*14,659*	*536,975*	*247,942*	*339,550*	*73·0*
	1933-34	338,853	9,737	348,590	176,746	5,343	182,089	515,599	15,080	530,679	266,703	363,469	73·4
		Total			Total			Total			Total—Main and Branch Lines.		
											Loaded.	Total.	Percentage loaded of Total.
2′ 6″ & 2′ 0″ GAUGES.													
Bengal-Nagpur	*1932-33*	*9,559*			*10,497*			*20,056*			*6,110*	*9,461*	*64·6*
	1933-34	12,357			8,553			20,910			6,838	10,130	67·5
Bombay, Baroda and Central India.	*1932-33*	*1,246*			*1,986*			*3,232*			*43*	*85*	*50·6*
	1933-34	835			2,304			3,139			14	31	45·2
Eastern Bengal	*1932-33*	*530*			*460*			*990*			*Nil*	*Nil*	*Nil*
	1933-34	619			472			1,091			Nil	Nil	Nil
Great Indian Peninsula	*1932-33*	*2*			*3,215*			*3,217*			*1*	*1*	*100·0*
	1933-34	13			2,997			3,010			Nil	Nil	Nil
North-Western	*1932-33*	*2,706*			*5,439*			*8,145*			*2,522*	*4,376*	*57·6*
	1933-34	2,544			5,551			8,095			2,321	3,899	59·5
South Indian	*1932-33*	*Nil*			*1,964*			*1,964*			*Nil*	*Nil*	*Nil*
	1933-34	Nil			1,885			1,885			Nil	Nil	Nil
Total 2′ 6″ & 2′ 0 Gauges	*1932-33*	*14,043*			*23,561*			*37,604*			*8,676*	*13,923*	*62·3*
	1933-34	16,368			21,762			38,130			9,173	14,060	65·2
Total Class I Railways	*1932-33*	*1,291,275*			*293,076*			*1,589,351*			*1,148,257*	*1,643,096*	*69·7*
	1933-34	1,278,560			308,767			1,587,327			1,432,524	2,139,624	69·3

Railways for the years 1932-33 and 1933-34 (In thousands)—concld.

PROPORTION OF MIXED.								DEPARTMENTAL.			BRAKE VANS. (INCLUDING DEPARTMENTAL.)			Railway.
Goods. *Branch lines.*			Goods proportion of mixed.		Total.			Passenger and total mixed.	Goods.	Total (Cols. 23+24).	Passenger and total mixed.	Goods.	Total (Cols. 26+27.)	
Loaded.	Total.	Percentage loaded of total.	Loaded.	Total.	Loaded (Cols. 12+15+18.)	Total (Cols. 13+16+19.)	Percentage loaded of total.							
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
														3′ 3⅜″ Gauge—*concld.*
753	*1,120*	*67·2*	*3,793*	*5,616*	*37,281*	*52,915*	*70·5*	*74*	*3,660*	*3,734*	*722*	*1,262*	*1,984*	Eastern Bengal.
940	1,392	67·5	4,952	7,075	41,118	57,981	70·9	86	3,405	3,491	565	1,441	2,006	
104	*210*	*49·5*	*10,462*	*13,689*	*18,349*	*26,882*	*68·3*	*17*	*1,809*	*1,826*	*898*	*308*	*1,206*	Jodhpur.
193	381	50·5	11,156	14,747	20,061	28,375	70·7	15	1,426	1,441	909	362	1,271	
9,430	*13,087*	*72·1*	*15,015*	*20,326*	*65,119*	*87,462*	*74·5*	*103*	*3,232*	*3,335*	*3,026*	*4,767*	*7,793*	Madras and Southern Mahratta.
10,557	14,665	72·0	14,187	19,463	67,478	91,411	73·8	117	3,040	3,157	2,114	4,951	7,065	
..	*1*	*7·88*	*1,804*	*2,464*	*10,611*	*14,278*	*74·3*	*21*	*833*	*854*	*687*	*732*	*1,419*	Nizam's State.
1	4	29·3	1,241	1,472	10,638	13,867	76·7	22	933	955	514	782	1,296	
173	*283*	*61·1*	*6,054*	*8,042*	*9,464*	*13,203*	*71·7*	*88*	*2,079*	*2,167*	*1,506*	*201*	*1,707*	Rohilkund and Kumaon.
106	161	66·0	5,832	7,849	9,674	13,830	70·0	93	1,783	1,876	1,464	229	1,693	
7,961	*10,620*	*75·0*	*6,214*	*8,270*	*44,229*	*59,575*	*74·3*	*52*	*8,838*	*8,890*	*424*	*2,861*	*3,285*	South Indian.
8,376	11,355	73·8	7,313	9,822	46,345	62,698	73·9	30	9,426	9,456	521	3,031	3,552	
73,275	*102,553*	*71·5*	*114,929*	*155,343*	*436,146*	*597,446*	*73·0*	*696*	*42,459*	*43,155*	*17,858*	*17,324*	*35,182*	Total 3′ 3⅜″ Gauge.
83,235	115,843	71·9	120,962	163,215	470,899	642,527	73·3	784	46,887	47,671	16,181	18,489	34,670	
								Total.			Total.			
														2′ 6″ & 2′ 0″ Gauges.
4,331	*5,399*	*10,441*	*14,360*	*70·3*				*1,036*			636			Bengal Nagpur.
4,329	5,366	11,167	15,496	72·1				1,481			597			
940	*1,506*	*983*	*1,591*	*61·8*				*230*			*260*			Bombay, Baroda and Central India.
1,090	1,790	1,103	1,821	60·6				120			268			
37	*63*	*37*	*63*	*58·4*				*53*			*45*			Eastern Bengal.
35	60	35	60	59·1				Nil			39			
1,959	*2,753*	*1,960*	*2,754*	*71·2*				*315*			*28*			Great Indian Peninsula.
1,895	2,613	1,895	2,613	72·5				432			33			
2,994	*3,988*	*5,516*	*8,364*	*65·9*				*521*			*1,652*			North Western.
3,150	4,391	5,471	8,290	66·0				428			1,535			
577	*718*	*577*	*718*	*80·4*				*1*			..			South Indian.
506	645	506	645	78·5				7			1			
10,838	*14,427*	*19,514*	*28,350*	*68·8*				*2,155*			*2,621*			Total 2′ 6″ and 2′ 0″ Gauges.
11,005	14,865	20,177	28,925	69·8				2,468			2,473			
171,946	*231,222*	*1,561,645*	*2,238,429*	*69·8*				*111,521*			*100,934*			Total Class I Railways.
186,678	250,786	1,669,200	2,390,410	69·8				116,499			94,888			

20.—*Statement of speed of Goods Trains (excluding Departmental) of* **Class I Railways** *for the years 1932-33 and 1933-34.*

Railway.	Average speed of Goods Trains.											
	Through Goods Trains.						All Goods Trains.					
	Train miles per Train Engine hour.						Train miles per Train Engine hour.					
	Main Lines.		Branch Lines.		Total.		Main Lines.		Branch Lines.		Total.	
Year.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*14·1*	15·5	*13·0*	13·2	*13·6*	14·3	*11·6*	11·8	*10·7*	10·9	*11·2*	11·5
Bombay, Baroda and Central India	*12·6*	12·5	*11·2*	11·2	*12·4*	12·3	*11·6*	11·6	*11·2*	11·1	*11·5*	11·6
Eastern Bengal	*13·0*	13·5	*9·30*	12·0	*12·8*	13·5	*9·92*	10·4	*6·26*	7·10	*9·41*	9·96
East Indian	*13·3*	13·8	*11·1*	10·4	*13·1*	13·3	*11·7*	11·8	*9·26*	8·72	*11·2*	11·1
Great Indian Peninsula—Steam	*14·0*	14·3	*13·8*	13·8	*13·9*	14·1	*12·3*	12·4	*11·2*	11·7	*11·9*	12·2
Great Indian Peninsula—Electric‡	*16·9*	18·9	*Nil*	Nil	*16·9*	18·9	*13·5*	13·9	*Nil*	Nil	*13·5*	13·9
Madras and Southern Mahratta	*13·9*	13·7	*13·5*	13·4	*13·8*	13·6	*11·2*	11·2	*10·6*	10·6	*11·0*	11·1
Nizam's State	*11·3*	12·4	*12·8*	15·1	*11·3*	12·4	*10·7*	11·1	*12·8*	15·1	*10·7*	11·1
North Western	*15·4*	15·8	*Nil*	Nil	*15·4*	15·8	*11·0*	10·9	*10·2*	10·1	*10·8*	10·8
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*10·8*	10·8	*10·9*	11·0	*10·8*	10·9
Average for 5′ 6″ guage—Steam	*	*	*	*	*	*	*11·7*	11·9	*10·8*	10·9	*11·5*	11·7
Average for 5′ 6″ guage—Electric‡	*16·9*	18·9	*Nil*	Nil	*16·9*	18·9	*13·5*	13·9	*Nil*	Nil	*13·5*	13·9
3′ 3¼″ GAUGE.												
Assam Bengal	*12·1*	9·74	*10·7*	10·5	*11·4*	10·3	*12·1*	9·74	*10·3*	10·3	*11·0*	10·2
Bengal and North Western	*10·7*	11·0	*7·72*	7·61	*9·58*	9·42	*9·83*	9·70	*9·61*	8·59	*9·74*	9·20
Bombay, Baroda and Central India	*12·9*	13·3	*12·7*	13·7	*12·8*	13·5	*12·0*	12·3	*11·1*	11·3	*11·6*	11·7
Burma	*12·9*	13·0	*11·8*	12·0	*12·5*	12·6	*11·4*	11·8	*11·8*	12·0	*11·5*	11·8
Eastern Bengal	*13·0*	13·1	*9·84*	10·5	*12·9*	13·1	*10·8*	11·0	*8·92*	8·98	*10·7*	10·9
Jodhpur	*14·0*	13·5	*9·03*	9·76	*13·7*	12·9	*11·0*	10·8	*9·44*	9·95	*10·9*	10·8
Madras and Southern Mahratta	*11·3*	11·0	*10·8*	10·9	*11·1*	11·0	*10·5*	10·6	*10·4*	10·6	*10·5*	10·6
Nizam's State	*11·5*	11·6	*10·0*	11·1	*11·5*	11·6	*9·92*	9·69	*10·0*	10·4	*9·92*	9·69
Rohilkund and Kumaon	*9·88*	9·52	*10·5½*	10·4	*9·92*	9·54	*9·88*	9·52	*10·5*	10·4	*9·92*	9·54
South Indian	*Nil*	Nil	*Nil*	Nil	*Nil*	Nil	*11·2*	11·4	*9·52*	9·15	*10·7*	10·7
Average for 3′ 3¾″ gauge	*	*	*	*	*	*	*10·9*	11·1	*10·6*	10·7	*10·8*	11·0

2′ 6″ AND 2′ 0″ GAUGES.	All Goods Trains.	
	1932-33.	1933-34.
Bengal Nagpur	*9·79*	9·57
Bombay, Baroda and Central India	*11·5*	12·8
Eastern Bengal	*Nil*	Nil
Great Indian Peninsula	*7·00*	Nil
North Western	*8·10*	7·97
South Indian	*Nil*	Nil
Average for 2′ 6″ and 2′ 0″ gauges	*8·95*	8·92

* Information not available.

‡ Other than Electric multiple unit suburban trains.

21.—*Statement of Shunting and Light Running on Class I Railways for the years 1932-33 and 1933-34.*

Railway.	Passenger and proportion of mixed. (Excluding Departmental.)						Goods and proportion of mixed. (Excluding Departmental.)					
	Shunting miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.		Shunting engine miles per 100 train miles.		Light engine miles per 100 train miles.		Light and assisting not required engine miles per 100 train miles.	
Year.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ GAUGE.												
Bengal Nagpur	*6·63*	5·37	*1·30*	0·78	*1·40*	0·91	*49·6*	48·4	*7·79*	7·82	*8·17*	8·25
Bombay, Baroda and Central India	*4·39*	4·32	*3·57*	3·77	*3·63*	3·84	*34·9*	35·5	*2·60*	2·58	*2·66*	2·62
Eastern Bengal	*8·95*	8·25	*0·65*	0·66	*0·66*	0·66	*74·5*	65·6	*4·29*	4·20	*5·70*	5·61
East Indian	*4·80*	4·81	*2·74*	2·78	*3·40*	3·20	*34·1*	33·6	*6·18*	6·82	*7·09*	7·73
Great Indian Peninsula	*3·05*	2·90	*1·12*	1·14	*2·15*	2·25	*33·2*	31·9	*3·40*	3·14	*3·88*	3·94
Madras and Southern Mahratta	*3·06*	3·23	*1·86*	2·07	*2·07*	2·31	*37·3*	32·8	*4·84*	4·79	*5·66*	5·49
Nizam's State	*6·58*	7·13	*2·74*	2·28	*2·76*	2·30	*25·4*	24·2	*13·5*	11·9	*13·8*	12 4
North Western	*7·97*	8·02	*1·24*	1·18	*1·81*	1·75	*30·2*	29·0	*6·36*	5·81	*6·71*	6·12
South Indian	*5·26*	5·58	*0·57*	0·89	*0·60*	0·92	*46·1*	45·7	*6·03*	5·48	*6·65*	6·21
Average for 5′ 6″ gauge	*5·51*	5·37	*1·76*	1·74	*2·27*	2·21	*37·0*	35·8	*5·78*	5·78	*6·37*	6·42
3′ 3½″ GAUGE.												
Assam Bengal	*7·34*	7·29	*1·42*	1·42	*2·00*	1·79	*34·3*	31·9	*2·48*	2·08	*3·91*	3·11
Bengal and North Western	*3·52*	3·93	*0·45*	0·48	*0·65*	0·75	*49·8*	53·6	*1·40*	1·48	*3·04*	3·38
Bombay, Baroda and Central India	*5·00*	5·33	*0·98*	0·76	*1·48*	1·18	*29·2*	29·8	*2·23*	2·07	*3·72*	3·50
Burma	*7·32*	6·49	*0·76*	0·65	*0·77*	0·66	*24·6*	23·1	*5·16*	5·46	*5·22*	5·54
Eastern Bengal	*9·17*	8·77	*0·28*	0·28	*0·38*	0·33	*39·4*	39·7	*0·79*	0·72	*1·03*	1·04
Jodhpur	*18·0*	17·3	*0·72*	0·84	*1·01*	1·38	*28·2*	28·4	*2·09*	2·44	*2·57*	3·08
Madras and Southern Mahratta	*2·87*	2·82	*0·56*	0·75	*1·47*	1·80	*21·3*	22·2	*1·88*	2·50	*5·39*	5·95
Nizam's State	*3·44*	3·50	*3·95*	2·60	*3·98*	2·63	*23·1*	23·0	*9·53*	8·50	*9·58*	8·57
Rohilkund and Kumaon	*3·46*	3·69	*1·34*	1·51	*2·69*	2·76	*34·6*	37·3	*1·88*	1·97	*2·57*	3·03
South Indian	*4·70*	5·12	*0·46*	0·28	*0·60*	0·41	*31·4*	29·8	*3·20*	2·41	*4·60*	4·27
Average for 3′ 3½″ gauge	*5·35*	5·43	*0·78*	0·69	*1·13*	1·04	*31·6*	31·9	*2·66*	2·69	*4·13*	4·17

† Other engine miles per 100 train miles.

2′ 6″ AND 2′ 0″ GAUGES. Year.	*1932-33.*	1933-34.
Bengal Nagpur	*25·6*	24·3
Bombay, Baroda and Central India	*8·67*	9·45
Eastern Bengal	*0·07*	0·08
Great Indian Peninsula	*8·34*	8·45
North Western	*22·3*	20·3
South Indian	*6·74*	*Nil*
Average for 2′ 6″ and 2′ 0″ gauges	*19·4*	18·4

† "Other" includes Shunting, Assisting required, Assisting not required, Light and Siding, but not Departmental.

22.—Statement of Engine Usage of Class I

Railway.	Year.	Average number of Engines.				Actual number in good repair stored.		Average number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
5′ 6″ Gauge.										
Bengal Nagpur	*1932-33*	*743*	*729*	*171*	*558*	*51*	*46*	*102*	*10*	*183*
	1933-34	743	715	160	555	54	44	100	9	187
Bombay, Baroda and Central India.	*1932-33*	*385*	*376*	*85*	*273*	*Nil*	*Nil*	*67*	*20*	*56*
	1933-34	385	370	69	273	Nil	10	71	21	56
Eastern Bengal	*1932-33*	*340*	*321*	*46*	*269*	*50*	*34*	*99*	*8*	*36*
	1933-34	340	311	50	252	48	9	96	8	37
East Indian	*1932-33*	*1,588*	*1,627*	*253*	*1,363*	*207*	*118*	*310*	*35*	*353*
	1933-34	1,588	1,613	239	1,361	244	108	303	37	354
Great Indian Peninsula. Steam	*1932-33*	*935*	*940*	*159*	*781*	*282*	*191*	*141*	*26*	*146*
	1933-34	876	873	160	713	192	116	136	28	151
Great Indian Peninsula. †Electric	*1932-33*	*65*	*65*	*6*	*59*	*Nil*	*Nil*	*23*	*Nil*	*27*
	1933-34	65	65	8	57	Nil	Nil	27	Nil	20
Madras and Southern Mahratta.	*1932-33*	*303*	*302*	*71*	*231*	*21*	*12*	*87*	*9*	*51*
	1933-34	305	306	75	231	22	17	88	8	54
Nizam's State	*1932-33*	*88*	*84*	*23*	*61*	*Nil*	*Nil*	*14*	*8*	*18*
	1933-34	85	90	23	67	Nil	Nil	13	13	15
North Western	*1932-33*	*1,329*	*1,275*	*187*	*1,088*	*150*	*94*	*278*	*80*	*218*
	1933-34	1,297	1,284	155	1,129	153	113	257	103	214
South Indian	*1932-33*	*149*	*150*	*31*	*119*	*3*	*Nil*	*51*	*10*	*17*
	1933-34	149	154	36	119	4	Nil	52	8	18
Total 5′ 6″ Gauge Steam	*1932-33*	*5,860*	*5,804*	*1,026*	*4,743*	*764*	*495*	*1,149*	*206*	*1,078*
	1933-34	5,768	5,716	967	4,700	717	417	1,116	235	1,086
Total 5′ 6″ Gauge †Electric	*1932-33*	*65*	*65*	*6*	*59*	*Nil*	*Nil*	*23*	*Nil*	*27*
	1933-34	65	65	8	57	Nil	Nil	27	Nil	20
5′ 3⅜″ Gauge.										
Assam Bengal	*1932-33*	*203*	*202*	*43*	*159*	*Nil*	*Nil*	*Nil*	*94*	*12*
	1933-34	205	204	43	161	1	Nil	Nil	97	10
Bengal and North Western	*1932-33*	*355*	*396*	*31*	*365*	*43*	*4*	*93*	*62*	*66*
	1933-34	355	393	27	366	15	2	95	56	74
Bombay, Baroda and Central India.	*1932-33*	*491*	*482*	*66*	*416*	*21*	*Nil*	*100*	*61*	*70*
	1933-34	490	459	59	400	24	8	95	50	71

†Excluding Electric Multiple Unit Suburban Trains.

Railways for the years 1932-33 and 1933-34.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) Locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													5′ 6″ GAUGE.
26	*73*	*394*	*116*	*433*	*136*	*137*	*88*	*103*	*57*	*10,336*	*21,021*	*7·94*	B. N.
26	75	397	108	440	141	146	92	106	60	11,957	23,554‡	8·05	
9	*51*	*203*	*70*	*228*	*152*	*118*	*89*	*103*	*56*	*9,954*	*18,820*	*6·92*	B., B. & C. I.
9	50	207	59	237	142	113	95	104	58	12,957	23,473	7·14	
7	*47*	*197*	*27*	*213*	*113*	*85*	*88*	*99*	*61*	*8,089*	*13,959*	*7·30*	E. B.
13	47	201	23	218	123	94	97	107	69	9,302	15,378	8·45	
65	*232*	*995*	*207*	*1,053*	*139*	*102*	*92*	*99*	*61*	*13,624*	*25,672*	*6·99*	E. I.
63	210	967	218	1,075	140	112	96	103	62	15,147	27,971	7·01	
32	*90*	*435*	*120*	*471*	*183*	*104*	*107*	*122*	*56*	**9,788*	**23,366*	*5·82*	Steam.
27	83	425	122	422	193	98	107	126	61	*11,085	*24,839	6·34	
1	*1*	*52*	*7*	*59*	*213*	*Nil*	*67*	*135*	*108*	**19,389*	*‡25,361*	*8·40*	Elec. †
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189	9·47	
8	*28*	*183*	*40*	*196*	*133*	*108*	*95*	*109*	*66*	*10,967*	*19,467*	*8·07*	M. & S. M.
12	27	189	23	200	128	121	98	108	68	12,655	22,436	8·37	
4	*5*	*49*	*12*	*62*	*161*	*132*	*108*	*124*	*73*	*‡12,836*	*‡25,308*	*9·90*	N. S.
6	6	53	14	69	144	117	104	114	68	11,678	23,706	9·07	
33	*131*	*740*	*230*	*789*	*116*	*141*	*82*	*98*	*57*	*9,572*	*18,049*	*5·95*	N. W
33	126	733	268	794	117	137	84	99	57	8,758	18,252	5·78	
10	*9*	*97*	*21*	*105*	*130*	*85*	*106*	*111*	*72*	*7,133*	*14,127*	*9·22*	S. I.
8	8	94	23	101	127	94	99	110	67	7,104	14,276	8·42	
194	*666*	*3,293*	*843*	*3,555*	*138*	*120*	*91*	*105*	*60*	**11,149*	**21,762*		Steam. (Total 5′ 6″ Gauge.)
197	632	3,266	858	3,556	138	122	95	107	61	*12,014	*23,521		
1	*1*	*52*	*7*	*59*	*213*	*Nil*	*67*	*135*	*108*	**19,389*	*‡25,361*		Elec.† (Total 5′ 6″ Gauge.)
3	3	53	4	55	183	Nil	96	140	114	*27,149	*37,189		
													3′ 3⅜″ GAUGE.
7	*21*	*134*	*25*	*141*	*Nil*	*89*	*91*	*87*	*58*	*4,510*	*7,428*	*8·75*	A. B.
7	22	136	25	142	Nil	94	85	89	60	4,921	8,051	8·74	
21	*39*	*281*	*84*	*309*	*118*	*95*	*90*	*97*	*71*	*7,046*	*10,899*	*8·16*	B. & N. W.
24	41	290	76	319	122	88	88	97	73	7,105	10,982	8·42	
17	*41*	*289*	*107*	*347*	*117*	*82*	*94*	*93*	*56*	*6,359*	*11,916*	*6·33*	B., B. & C. I.
20	38	274	110	310	117	89	95	95	56	6,911	13,345	6·35	

* Locomotive days of Shunting engines are wholly charged to Steam as the Shunting operations both for Steam and Electric trains are performed by Steam engines.

‡ Revised figures.

22.—*Statement of Engine Usage of Class I*

Railway	Year.	Average number of engines.				Actual number in good repair stored.		Average Number in		
		Authorised stock.	On line.	Under or awaiting repair.	Available for use.	Maximum in any one month.	Minimum in any one month.	Passenger service.	Mixed service.	Goods service.
1	2	3	4	5	6	7	8	9	10	11
3′ 3⅜″ Gauge—*concld.*										
Burma	*1932-33*	*406*	*407*	*46*	*362*	*72*	*38*	*20*	*94*	*45*
	1933-34	393	403	42	361	59	18	21	94	50
Eastern Bengal	*1932-33*	*226*	*225*	*14*	*206*	*95*	*65*	*39*	*17*	*25*
	1933-34	226	223	35	182	60	33	41	18	27
Jodhpur	*1932-33*	*105*	*108*	*9*	*99*	*Nil*	*Nil*	*8*	*28*	*8*
	1933-34	105	107	8	99	Nil	Nil	8	29	8
Madras and Southern Maharatta	*1932-33*	*344*	*365*	*56*	*309*	*26*	*6*	*64*	*49*	*78*
	1933-34	344	362	52	310	36	17	67	46	78
Nizam's State	*1932-33*	*87*	*82*	*18*	*64*	*Nil*	*Nil*	*20*	*6*	*8*
	1933-34	87	82	19	63	Nil	Nil	19	5	9
Rohilkund and Kumaon	*1932-33*	*75*	*80*	*8*	*72*	*Nil*	*Nil*	*14*	*23*	*4*
	1933-34	75	77	7	70	Nil	Nil	14	22	5
South Indian	*1932-33*	*418*	*417*	*87*	*330*	*26*	*4*	*135*	*37*	*49*
	1933-34	418	411	96	314	15	4	134	38	52
Total 3′ 3⅜″ Gauge	*1932-33*	*2,710*	*2,764*	*378*	*2,382*	*283*	*117*	*493*	*471*	*365*
	1933-34	2,698	2,721	388	2,326	210	82	494	455	384
2′ 6″ and 2′ 0″ Gauges.										
Bengal Nagpur	*1932-33*	*121*	*115*	*25*	*90*	*Nil*	*Nil*	*16*	*21*	*15*
	1933 34	116	115	26	89	Nil	Nil	19	20	16
Bombay, Baroda and Central India.	*1932-33*	*27*	*25*	*6*	*19*	*Nil*	*Nil*	*4*	*11*	*1*
	1933-34	27	25	4	20	Nil	Nil	3	12	Nil
Eastern Bengal	*1932-33*	*9*	*9*	*1*	*8*	*1*	*Nil*	*3*	*2*	*Nil*
	1933-34	9	11	2	9	2	Nil	4	2	Nil
Great Indian Peninsula	*1932-33*	*22*	*22*	6	*16*	*1*	*Nil*	*Nil*	*12*	Nil
	1933-34	22	22	4	18	2	1	Nil	12	Nil
North Western	*1932-33*	*100*	*103*	*15*	*88*	*14*	*6*	*8*	*16*	*20*
	1933-34	100	101	14	87	16	7	5	21	17
South Indian	*1932-33*	*11*	*11*	*2*	*9*	*2*	*Nil*	*Nil*	*7*	*Nil*
	1933-34	11	11	2	9	1	Nil	Nil	6	Nil
Total 2′ 6″ and 2′ 0″ Gauges	*1932-33*	*290*	*285*	*55*	*230*	*18*	*6*	*31*	*69*	*36*
	1933-34	285	285	52	232	21	8	31	73	33

Railways for the years 1932-33 and 1933-34—concld.

USE DAILY ON—			Spare.	Maximum number in use on any one day.	ENGINE MILES PER DAY.					NET TON MILES.		Hours worked per day per engine available for use.	Railway.
Departmental service.	Shunting including siding.	Total.			Per passenger engine.	Per mixed engine.	Per Goods engine.	Per engine in use.	Per engine on line.	Per (goods) locomotive day on line.	Per (goods) locomotive day in use.		
12	13	14	15	16	17	18	19	20	21	22	23	24	25
													3' 3⅜" GAUGE —*concld.*
10	*42*	*211*	*92*	*236*	*159*	*112*	*102*	*107*	*55*	*6,180*	*12,992*	*6·14*	Burma.
12	43	220	105	248	157	113	102	108	59	6,926	13,915	6·43	
6	*25*	*112*	*11*	*126*	*128*	*101*	*109*	*103*	*52*	*4,970*	*10,931*	*5·94*	E. B.
4	27	117	13	137	126	109	110	106	56	5,653	11,139	7·28	
4	*7*	*55*	*44*	*67*	*124*	*100*	*101*	*103*	*52*	*4,634*	*10,182*	*6·73*	Jodhpur.
3	8	56	43	60	124	103	104	102	54	4,853	9,970	6·99	
9	*32*	*232*	*69*	*256*	*137*	*96*	*88*	*100*	*64*	*4,947*	*8,186*	*7·26*	M. & S. M.
8	32	231	51	257	137	95	92	102	65	5,393	8,838	7·36	
3	*7*	*44*	*20*	*54*	*123*	*131*	*113*	*108*	*58*	**6,183*	**13 411*	*6·89*	N. S.
3	8	44	19	54	132	133	113	111	59	5,662	13,448	7·11	
3	*8*	*52*	*20*	*Nil*	*125*	*103*	*107*	*104*	*68*	*5,609*	*9,650*	*7·82*	R. & K.
10	3	54	16	Nil	125	107	101	105	74	5,833	9,210	8·38	
20	*17*	*258*	*56*	*302*	*119*	*86*	*87*	*102*	*63*	*4,338*	*8,624*	*8·17*	S. I.
20	15	259	47	282	122	86	83	103	65	4,746	9,145	8·76	
100	*239*	*1,668*	*528*	*1,838*	*124*	*96*	*93*	*99*	*60*	*5,644*	*10,332*		TOTAL 3 3⅜" GAUGE.
111	237	1,681	505	1,818	125	98	94	100	62	6,057	10,924		
													2' 6" & 2' 0" GAUGES.
2	*10*	*64*	*26*	*72*	*91*	*93*	*75*	*88*	*50*	*1,877*	*3,586*	*7·42*	B. N.
2	10	67	22	78	106	86	72	88	52	2,029	3,755	7·68	
Nil	*Nil*	*16*	*3*	*20*	*103*	*67*	*27*	*76*	*49*	*1,451*	*1,451*	*8·52*	B., B. & C. I.
Nil	Nil	15	5	19	100	73	Nil	81	48	1,572	1,572	8·15	
Nil	*Nil*	*6*	*2*	*8*	*51*	*55*	*Nil*	*53*	*34*	*221*	*421*	*6·70*	E. B.
Nil	Nil	6	2	8	52	54	Nil	53	27	234	486	5·96	
Nil	*1*	*13*	*3*	*17*	*Nil*	*106*	*Nil*	*103*	*64*	*1,363*	*2,337*	*8·45*	G. I. P.
1	1	14	3	15	Nil	106	Nil	101	65	1,411	2,585	7·61	
2	*6*	*52*	*26*	*65*	*84*	*103*	*56*	*77*	*39*	*836*	*1,726*	*5·56*	N. W.
2	5	50	25	61	111	81	60	75	37	822	1,815	5·17	
Nil	*Nil*	*7*	*2*	*8*	*Nil*	*74*	*Nil*	*73*	*43*	*1,386*	*2,421*	*6·64*	S. I.
Nil	Nil	6	3	7	Nil	77	Nil	77	41	1,366	2,539	6·28	
4	*17*	*157*	*62*	*190*	*87*	*92*	*63*	*83*	*46*	*1,389*	*2,716*		TOTAL 2' 6" AND 2' 0" GAUGES.
5	16	158	60	188	100	84	66	83	46	1,475	2,956		

* Revised figures.

23.—*Statement of Loads of Trains of* ***Class I Railways*** *for the years 1932-33 and 1933-34.*

Railway.	Year.	AVERAGE LOAD PER TRAIN (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.			Tons.							Tons.	Tons.	Tons.
Bengal Nagpur	*1932-33*	*15*	*410*	*29*	*42*	*68·8*	*24*	*42*	*57·4*	*370*	*867*	*755*
	1933-34	16	419	31	44	70·5	25	44	58·2	403	920	806
Bombay, Baroda and Central India.	*1932-33*	*18*	*387*	*35*	*50*	*70·0*	*25*	*44*	*56·8*	*336*	*856*	*766*
	1933-34	18	401	36	51	70·5	26	45	57·8	386	952	829
Eastern Bengal	*1932-33*	*17*	*382*	*36*	*51*	*70·0*	*25*	*40*	*62·0*	*340*	*876*	*786*
	1933-34	17	379	36	50	71·0	25	40	63·0	334	871	779
East Indian	*1932-33*	*18*	*410*	*35*	*55*	*63·3*	*23*	*34*	*68·1*	*475*	*1,063*	*959*
	1933-34	17	404	35	55	64·1	23	35	67·2	482	1,070	963
Great Indian Peninsula — Steam	*1932-33*	*16*	*391*	*35*	*48*	*72·7*	*23*	*35*	*66·5*	*355*	*872*	*765*
	1933-34	15	388	36	49	73·7	24	37	64·7	371	901	792
Great Indian Peninsula — ** Electric	*1932-33*	*17*	*447*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*465*	*1,117*	*978*
	1933-34	17	446	43	52	82·1	Nil	Nil	Nil	479	1,129	990
Madras and Southern Mahratta.	*1932-33*	*13*	*375*	*38*	*52*	*72·8*	*30*	*38*	*77·4*	*324*	*893*	*770*
	1933-34	13	375	37	52	70·2	31	39	78·2	345	916	794
Nizam's State	*1932-33*	*13*	*381*	*27*	*39*	*70·6*	*10*	*20*	*51·8†*	*313*	*742*	*626*
	1933-34	14	413	30	42	72·1	16	38	41·3	305	735	609
North Western	*1932-33*	*17*	*406*	*38*	*52*	*72·9*	*25*	*33*	*76·4*	*315*	*807*	*700*
	1933-34	18	407	37	52	70·7	24	33	75·2	300	787	681
South Indian	*1932-33*	*12*	*312*	*29*	*35*	*80·5*	*25*	*32*	*79·4*	*228*	*644*	*541*
	1933-34	12	314	29	36	80·7	24	31	79·3	236	662	558
Average for 5′ 6″ gauge — Steam	*1932-33*	*17*	*396*	*35*	*51*	*68·9*	*24*	*37*	*65·5*	*330*	*917*	*803*
	1933-34	17	397	36	52	68·9	25	38	64·8	391	933	819
Average for 5′ 6″ gauge — ** Electric	*1932-33*	*17*	*447*	*44*	*52*	*83·6*	*Nil*	*Nil*	*Nil*	*465*	*1,117*	*978*
	1933-34	17	446	43	52	82·1	Nil	Nil	Nil	479	1,129	990
3′ 3¼″ Gauge.												
Assam Bengal	*1932-33*	*27*	*294*	*19*	*30*	*63·3*	*12*	*17*	*70·6*	*119*	*325*	*277*
	1933-34	31	293	24	41	58·5	13	18	72·2	125	330	283
Bengal and North Western.	*1932-33*	*17*	*212*	*33*	*43*	*76·7*	*24*	*32*	*75·0*	*181*	*393*	*342*
	1933-34	16	213	37	47	78·7	25	34	74·6	193	410	362
Bombay, Baroda and Central India.	*1932-33*	*18*	*236*	*33*	*48*	*68·8*	*28*	*40*	*70·0*	*188*	*429*	*374*
	1933-34	19	266	34	50	68·0	30	43	69·8	202	462	400

** Excluding Electric multiple unit suburban trains.
† Revised figures.

23.—*Statement of Loads of Trains of Class I Railways for the years 1932-33 and 1933-34*—concld.

Railway.	Year.	AVERAGE LOAD PER TRAIN. (IN TERMS OF 4-WHEELERS) (EXCLUDING DEPARTMENTAL TRAINS).										
		Passenger trains.	Passenger including proportion of mixed.	Goods trains.						Goods and Proportion of mixed.		
				Main lines.			*Branch lines.*			*Main and Branch lines.*		
		No. of vehicles.	Gross weight including weight of engine.	Loaded wagons.	Total.	Percentage loaded of total.	Loaded wagons.	Total.	Percentage loaded of total.	Net or freight weight.	Gross weight including weight of engine.	Gross weight excluding weight of engine.
1	2	3	4	5	6	7	8	9	10	11	12	13
3′ 3¾″ Gauge—concld.			Tons.							Tons.	Tons.	Tons.
Burma	*1932-33*	*22*	*252*	*39*	*51*	*76·1*	*12*	*17*	*69·3*	*186*	*424*	*350*
	1933-34	20	249	40	54	74·9	13	19	68·6	197	447	371
Eastern Bengal	*1932-33*	*22*	*275*	*35*	*50*	*71·0*	*21*	*32*	*67·0*	*165*	*461*	*405*
	1933-34	22	279	35	49	71·9	21	32	68·0	164	465	405
Jodhpur	*1932-33*	*21*	*282*	*33*	*55*	*60·0*	*12*	*23*	*50·0*	*134*	*355*	*295*
	1933-34	20	281	35	53	66·0	13	26	50·0	134	354	294
Madras and Southern Mahratta.	*1932-33*	*15*	*221*	*25*	*33*	*75·3*	*16*	*22*	*72·1*	*125*	*353*	*284*
	1933-34	14	220	25	34	74·6	16	22	72·0	133	365	293
Nizam's State	*1932-33*	*11*	**202*	*29*	*38*	*74·6*	*2*	*29*	**7·89*	*189*	*461*	*384*
	1933-34	11	199	29	38	75·9	8	27	29·3	200	483	406
Rohilkund and Kumaon	*1932-33*	*13*	*196*	*23*	*35*	*65·7*	*19*	*31*	*61·3*	*138*	*299*	*247*
	1933-34	13	197	22	34	64·7	24	37	64·8	138	302	249
South Indian	*1932-33*	*15*	*193*	*31*	*42*	*73·8*	*22*	*30*	*75·0*	*145*	*393*	*332*
	1933-34	15	198	32	43	73·7	23	31	73·6	152	412	348
Average for 3′ 3¾″ gauge.	*1932-33*	*16*	*229*	*32*	*44*	*73·0*	*21*	*30*	*71·5*	*160*	*393*	*332*
	1933-34	16	230	33	45	73·4	22	31	71·8	168	410	367
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	*1932-33*									*63*	*208*	*166*
	1933-34									69	221	169
Bombay, Baroda and Central India.	*1932-33*									*31*	*106*	*80*
	1933-34									38	115	88
Eastern Bengal	*1932-33*									*8*	*53*	*39*
	1933-34									10	55	42
Great Indian Peninsula	*1932-33*									*29*	*124*	*75*
	1933-34									27	119	70
North Western	*1932-33*									*33*	*141*	*89*
	1933-34									33	139	90
South Indian	*1932-33*									*35*	*127*	*87*
	1933-34									35	127	87
Average for 2′ 6″ and 2′ 0″ gauges.	*1932-33*									*44*	*163*	*112*
	1933-34									47	166	117

* Revised figures.

24.—*Statement* of vehicles and wagons and their usage on Class I Railways for the years 1932-33 and 1933-34.*

Railway.	Year.	COACHING STOCK. Average authorised stock (in units). Passenger carriages.	Other coaching vehicles.	Average number on line. Passenger Carriages. In units.	In terms of 4-wheelers.	Other Coaching Vehicles. In units.	In terms of 4-wheelers.	Vehicle miles per vehicle day (in terms of 4-wheelers.)	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned. In units.	In terms of 4-wheelers.	Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers). Coal and coke.	Heavy merchandise.	Light merchandise.	Average wagon load during the run (in tons) (in terms of 4-wheelers). All Traffic.	Wagon miles per wagon day. (In terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
5' 6" Gauge.																		
Bengal Nagpur	*1932-33*	*843*	*331*	*847*	*1,598*	*250*	*336*	*107*	*22,904*	*23,257*	*24,896*	*23,271*	*20·8*	*16·5*	*13·3*	*14·0*	*25·0*	*228*
	1933-34	843	376	821	1,594	248	335	114	22,901	23,200	24,839	23,106	20·6	17·4	13·2	14·3	27·9	265
Bombay, Baroda and Central India.	*1932-33*	*628*	*321*	*557*	*1,068*	*217*	*248*	*119*	*10,426*	*9,752*	*10,011*	*9,911*	*18·8*	*13·5*	*10·4*	*10·9*	*27·9*	*213*
	1933-34	623	315	570	1,097	206	237	121	10,426	9,547	9,804	9,668	19·8	13·5	10·1	12·2	30·8	264
Eastern Bengal	*1932-33*	*806*	*368*	*762*	*1,464*	*249*	*266*	*105*	*8,392*	*8,110*	*8,264*	*7,375*	*20·0*	*14·8*	*8·13*	*10·2*	*19·9*	*142*
	1933-34	803	345	811	1,563	259	276	103	8,392	7,849	8,003	7,287	19·2	14·3	8·10	10·1	22·7	161
East Indian	*1932-33*	*2,731*	*1,004*	*2,593*	*4,784*	*674*	*849*	*132*	*50,002*	*47,257*	*47,695*	*45,993*	*20·3*	*13·6*	*8·47*	*14·7*	*32·9*	*312*
	1933-34	2,731	986	2,602	4,824	670	845	130	50,003	47,517	47,954	46,808	20·5	13·5	8·49	14·7	33·9	323
Great Indian Peninsula.	*1932-33*	*1,335*	*875*	*1,323*	*2,628*	*620*	*751*	*144*	*17,415*	*18,086*	*19,379*	*17,534*	*20·0*	*15·2*	*11·6*	*11 5*	*41 0*	*343*
	1933-34	1,283	866	1,242	2,496	592	720	150	17,330	17,523	18,728	17,420	20·1	15·4	11·9	11·7	43·8	374
Madras and Southern Mahratta.	*1932-33*	*658*	*321*	*728*	*1,194*	*217*	*231*	*166*	*5,760*	*5,833*	*5,932*	*6,235*	*20·4*	*12 2*	*7·27*	*9 74*	*33·3*	*244*
	1933-34	649	321	714	1,185	227	241	101	5,764	5,850	5,939	6,463	20·3	12 8	7·19	10·5	36·6	281
Nizam's State	*1932-33*	*125*	*52*	*115*	*191*	*33*	*34*	*157*	*2,123*	*2,123*	*2,123*	*2,258*	*19·3*	*15·6*	*6·24*	*13 5*	*30·8*	*288*
	1933-34	120	53	118	200	34	37	158	2,107	2,148	2,148	2,013	19·3	16·5	8·12	13·1	35·0	327
North Western	*1932-33*	*2,640*	*1,412*	*2,451*	*4,688*	*931*	*1,002*	*111*	*29,830*	*28,738*	*29,705*	*28,663*	*19·9*	*13 8*	*7 83*	*9·95*	*28·0*	*209*
	1933-34	2,530	1,407	2,444	4,683	938	1,021	111	29,280	28,483	29,451	28,453	20·4	13·7	7·90	9·90	29·5	214
South Indian	*1932-33*	*309*	*125*	*287*	*583*	*85*	*93*	*117*	*2,030*	*1,975*	*1,987*	*1,868*	*15·4*	*14·3*	*8·85*	*8·86*	*30·6*	*221*
	1933-34	316	125	302	614	108	117	111	2,024	2,027	2,039	1,999	17·3	15·1	9·07	9·07	27·4	203
Total 5' 6" Gauge and average.	*1932-33*	*10,075*	*4,809*	*9,663*	*18,198*	*3,276*	*3,810*	*121*	*148,882*	*145,131*	*149,982*	*143,108*				*12·3*	*30·5*	*261*
	1933-34	9,898	4,794	9,624	18,256	3,282	3,829	121	148,227	144,144	148,005	143,307				12·5	32·5	283
3' 3½" Gauge.																		
Assam Bengal	*1932-33*	*623*	*229*	*605*	*1,158*	*107*	*119*	*85*	*5,295*	*5,266*	*5,735*	*5,516*	*10·3*	*7·70*	*6·13*	*6·41*	*21·3*	*98*
	1933-34	622	233	621	1,190	113	125	84	5,293	5,235	5,706	5,402	10·4	8·03	6·04	6·69	23·7	112
Bengal and North Western.	*1932-33*	*1,332*	*249*	*1,307*	*1,851*	*54*	*55*	*122*	*9,977*	*11,196*	*11,382*	*11,388*	*10·0*	*8·72*	*6·56*	*7·21*	*22·0*	*122*
	1933-34	1,332	249	1,312	1,860	54	55	117	10,209	11,577	11,751	11,755	10·4	8·80	5·84	7·11	22·9	128
Bombay, Baroda & Central India.	*1932-33*	*1,492*	*304*	*1,371*	*2,488*	*140*	*182*	*90*	*9,102*	*9,323*	*10,384*	*10,867*	*9·54*	*9·25*	*6 09*	*6·89*	*28·0*	*144*
	1933 34	1,433	297	1,303	2,350	138	180	88	8,754	8,629	10,160	10,131	9·25	9·17	6·37	6·88	34·1	167
Burma	*1932-33*	*1,064*	*406*	*868*	*1,655*	*192*	*223*	*107*	*9,104*	*9,926*	*10,851*	*9,148*	*12·9*	*11·7*	*5·95*	*7·66*	*25·5*	*153*
	1933-34	1,054	411	833	1,596	193	224	109	9 889	9,889	10,813	8,929	13·0	11·9	5·65	7·87	30·1	182

*Does not include electric multiple unit suburban service stock.

24.–*Statement§ of vehicles and wagons and their usage on Class I Railways for the years 1932-33 and 1933-34* —concld.

Railway.	Year.	COACHING STOCK. Average authorised stock (in units).		Average number on line. Passenger Carriages.		Other Coaching Vehicles.		Vehicle miles per vehicle day (in terms of 4-wheelers).	GOODS STOCK. Average authorised stock (in units).	Average number of wagons owned.		Average number of wagons on line daily pooled and non-pooled (in terms of 4-wheelers).	Average starting wagon load (in tons) (in terms of 4-wheelers).			Average wagon load during the run (in tons) (in terms of 4-wheelers).	Wagon miles per wagon day (in terms of 4-wheelers).	Net ton miles per wagon day (in terms of 4-wheelers).
		Passenger carriages.	Other coaching vehicles.	In units.	In terms of 4-wheelers.	In units.	In terms of 4-wheelers.			In units.	In terms of 4-wheelers.		Coal and coke.	Heavy merchandise.	Light merchandise.	All Traffic.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
3′ 3⅜″ Gauge—*concld.*																		
Eastern Bengal	*1932-33*	*782*	*329*	*808*	*1,439*	*222*	*232*	*73*	*5,336*	*5,364*	*7,116*	*6,631*	*8·96*	*8·14*	*6·84*	*5·27*	*21·6*	*81*
	1933-34	782	319	786	1,421	221	231	78	5,335	5,191	6,943	6,853	9·02	7·87	6·83	5·36	22·9	88
Jodhpur	*1932-33*	*231*	*89*	*234*	*396*	*26*	*33*	*111*	*2,389*	*2,389*	*2,591*	*2,792*	*10·6*	*3·88*	*2·58*	*5·57*	*25·3*	*100*
	1933-34	231	88	234	396	26	33	113	2,386	2,386	2,617	2,699	10·3	8·62	2·43	5·30	27·7	108
Madras and Southern Mahratta.	*1932-33*	*809*	*226*	*884*	*1,437*	*173*	*183*	*94*	*7,260*	*8,162*	*8,573*	*8,474*	*10·1*	*7·32*	*4·81*	*6·26*	*27·6*	*132*
	1933-34	894	227	884	1,436	175	185	91	7,267	8,059	8,452	8,363	10·6	8·01	5·00	6·50	29·2	144
Nizam's State.	*1932-33*	*159*	*41*	*154*	*231*	*16*	*16*	*126*	*1,346*	*1,326*	*1,332*	*1,301*	*10·2*	*9·19*	*5·32*	*7·73*	*30·0*	*174*
	1933-34	159	41	155	233	16	16	127	1,346	1,324	1,330	1,275	9·39	10·4	5·60	7·73	29·7	177
Rohilkund & Kumaon.	*1932-33*	*251*	*75*	*231*	*346*	*29*	*29*	*102*	*2,475*	*2,550*	*2,590*	*2,442*	*11·5*	*10·4*	*6·86*	*9·19*	*14·7*	*94*
	1933-34	250	82	230	345	36	36	104	2,469	2,581	2,621	2,409	11·2	11·5	5·92	9·85	15·7	99
South Indian	*1932-33*	*1,286*	*210*	*1,234*	*2,443*	*136*	*213*	*97*	*5,392*	*5,400*	*7,681*	*7,559*	*10·2*	*8·01*	*5·11*	*5·62*	*21·1*	*90*
	1933-34	1,285	208	1,221	2,422	137	215	99	5,371	5,384	7,657	7,513	10·3	8·08	5·25	5·86	22·4	99
Total 3′ 3⅜″ Gauge and Average.	*1932-33*	*8,129*	*2,158*	*7,696*	*13,444*	*1,095*	*1,285*	*97*	*58,476*	*60,902*	*68,735*	*66,148*				*6·67*	*24·0*	*120*
	1933-34	8,042	2,155	7,579	13,249	1,109	1,300	97	58,319	60,255	68,050	65,320				6·76	26·5	134
2′ 6″ & 2′ 0″ Gauges																		
Bengal Nagpur	*1932-33*	*395*	*4*	*377*	*742*	*25*	*49*	*67*	*1,952*	*1,952*	*3,864*	*3,823*				*3·65*	*10·5*	*27*
	1933-34	395	57	383	755	25	49	69	1,952	1,952	3,864	3,796				3·69	11·0	30
Bombay, Baroda and Central India.	*1932-33*	*71*	*1*	*66*	*132*	*1*	*2*	*	*307*	*297*	*489*	*488*				*3·39*	*9·30*	*20*
	1933-34	71	1	68	135	1	2	*	316	305	506	504				4·16	9·68	25
Eastern Bengal	*1932-33*	*69*	*3*	*54*	*54*	*Nil*	*Nil*	*50*	*25*	*25*	*25*	*6*				*1·18*	*18·1*	*19*
	1933-34	63	3	58	64	Nil	Nil	47	25	25	25	7				1·34	16·8	20
Great Indian Peninsula.	*1932-33*	*48*	*3*	*48*	*91*	*2*	*2*	*95*	*201*	*195*	*385*	*385*				*3·05*	*19·6*	*43*
	1933-34	48	3	48	91	2	2	89	201	201	397	397				2·99	18·0	39
North Western	*1932-33*	*335*	*83*	*313*	*583*	*66*	*108*	*32*	*815*	*802*	*1,401*	*1,350*				*3·54*	*16·5*	*40*
	1933-34	334	83	306	577	68	111	32	822	762	1,366	1,271				3·51	17·6	41
South Indian	*1932-33*	*34*	*1*	*34*	*68*	*Nil*	*Nil*	*79*	*78*	*78*	*156*	*156*				*2·65*	*12·5*	*27*
	1933-34	34	1	34	68	Nil	Nil	76	78	78	156	156				2·77	11·3	25
Total 2′ 6″ & 2′ 0″ Gauges and Average.	*1932-33*	*952*	*138*	*892*	*1,670*	*94*	*161*	*54*	*3,378*	*3,349*	*6,320*	*6,208*				*3·51*	*12·4*	*30*
	1933-34	945	143	897	1,690	96	164	54	3,394	3,323	6,314	6,131				3·58	12·7	32

*Information not available.

§ Does not include electric multiple unit suburban service stock.

25.—*Statement of Density of Traffic on Class I Railways for the years 1932-33 and 1933-34.*

Railway.	Year.	Passenger miles per annum (Including Departmental.)		Net ton miles per annum (Including Departmental.)		Gross ton miles per annum (Including Departmental & weight of engine.)		Train miles per running track mile per day (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1932-33*	*297,155*	*327,672*	*708,005*	*778,875*	*2,483,980*	*2,733,590*	*10·6*
	1933-34	281,371	310,569	815,369	897,844	2,713,740	2,989,290	11·0
Bombay, Baroda and Central India.	*1932-33*	*699,228*	*853,415*	*474,770*	*579,461*	*2,140,254*	*2,612,201*	*10·4*
	1933-34	693,453	847,175	611,158	754,609	2,431,007	2,989,422	10·8
Eastern Bengal	*1932-33*	*566,896*	*701,866*	*363,441*	*451,192*	*2,422,117*	*3,006,927*	*13·5*
	1933-34	563,926	696,852	436,739	541,153	2,724,823	3,376,266	15·1
East Indian	*1932-33*	*613,870*	*765,458*	*966,915*	*1,199,867*	*3,448,522*	*4,273,529*	*14·0*
	1933-34	590,980	740,662	1,013,139	1,263,213	3,494,002	4,350,413	14·1
Great Indian Peninsula.	*1932-33*	*397,675*	*497,381*	*509,302*	*636,997*	*2,451,170*	*3,065,738*	*13·3*
	1933-34	377,667	472,410	549,556	687,419	2,535,569	3,171,652	13 5
Madras and Southern Mahratta.	*1932-33*	*587,125*	*617,247*	*460,465*	*484,068*	*2,625,426*	*2,760,005*	*13·9*
	1933-34	544,871	572,256	551,389	579,078	2,782,744	2,922,482	14·1
Nizam's State.	*1932-33*	*234,036*	*234,036*	*348,817*	*348,817*	*1,400,791*	*1,400,791*	*7·17*
	1933-34	237,033	237,033	353,901	353,901	1,444,276	1,444,276	7·12
North Western	*1932-33*	*378,069*	*431,347*	*317,953*	*362,759*	*1,610,235*	*1,837,154*	*8·10*
	1933-34	385,808	440,132	324,096	369,731	1,633,614	1,863,635	8·18
South Indian	*1932-33*	*497,127*	*497,127*	*268,316*	*268,316*	*1,910,629*	*1,910,629*	*14·2*
	1933-34	498,689	498,689	261,004	261,004	1,913,116	1,913,116	13·8
Total 5′ 6″ gauge	*1932-33*	*463,233*	*543,553*	*560,060*	*657,169*	*2,382,194*	*2,795,243*	*11·2*
	1933-34	453,155	531,911	607,388	712,948	2,481,564	2,912,845	11·4
3′ 3½″ Gauge.								
Assam Bengal	*1932-33*	*208,374*	*208,374*	*159,710*	*159,710*	*785,739*	*785,739*	*7·03*
	1933-34	205,170	205,170	180,234	180,234	833,126	833,126	7·33
Bengal and North Western.	*1932-33*	*454,657*	*456,741*	*230,531*	*231,587*	*530,504*	*532,936*	*10 0*
	1933-34	459,722	461,828	249,131	250,272	563,216	565,797	10·1
Bombay, Baroda and Central India.	*1932-33*	*438,620*	*439,119*	*236,612*	*236,881*	*1,043,840*	*1,045,028*	*9·13*
	1933-34	433,967	434,518	282,658	283,016	1,177,787	1,179,280	9·72
Burma	*1932-33*	*219,706*	*241,796*	*235,427*	*259,099*	*972,373*	*1,070,142*	*8·16*
	1933-34	201,224	221,473	276,150	303,939	1,062,912	1,169,870	8·56

25.—Statement of Density of Traffic on Class I Railways for the years 1932-33 and 1933-34—concld.

Railway.	Year.	Passenger miles per annum. (Including Departmental.)		Net ton miles per annum. (Including Departmental.)		Gross ton miles per annum. (Including Departmental and weight of engine).		Train miles per running track mile per day. (Including Departmental.)
		Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	Per running track mile.	Per route mile.	
1	2	3	4	5	6	7	8	9
3′ 3¾″ GAUGE—*concld.*								
Eastern Bengal .	*1932-33* .	*340,737*	*341,990*	*199,517*	*200,254*	*1,125,007*	*1,129,164*	*8·94*
	1933-34 .	318,876	321,050	209,635	211,064	1,183,273	1,198,348	9·25
Jodhpur . . .	*1932-33* .	*162,894*	*162,894*	*104,777*	*104,777*	*517,101*	*517,101*	*4·47*
	1933-34 .	165,948	165,948	115,272	115,272	534,260	534,260	4·57
Madras and Southern Mahratta.	*1932-33* .	*227,092*	*227,092*	*198,477*	*198,477*	*965,616*	*965,616*	*9·46*
	1933-34 .	207,604	207,604	213,997	213,997	998,901	998,901	9·59
Nizam's State.	*1932-33* .	*261,355*	*268,414*	*124,930*	*128,304*	*620,255*	*637,007*	*5·92*
	1933-34 .	242,113	248,652	125,621	129,014	621,740	638,533	6·17
Rohilkund and Kumaon.	*1932-33* .	*283,495*	*284,071*	*153,859*	*154,172*	*685,218*	*686,611*	*8·14*
	1933-34 .	296,185	296,787	155,678	155,995	697,916	699,355	8·28
South Indian .	*1932-33* .	*569,472*	*580,649*	*141,211*	*143,982*	*1,088,199*	*1,109,556*	*14·1*
	1933-34 .	541,363	551,986	155,482	158,342	1,132,267	1,154,486	13·9
Total 3′ 3¾″ Gauge .	*1932-33* .	*338,430*	*344,707*	*195,316*	*198,939*	*940,567*	*958,013*	*8·88*
	1933-34 .	327,315	333,520	217,965	222,097	1,001,299	1,020,283	9·16
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal Nagpur .	*1932-33* .	*84,510*	*84,510*	*43,636*	*43,636*	*327,408*	*327,408*	*4·83*
	1933-34 .	82,423	82,423	48,017	48,017	347,385	347,385	5·08
Bombay, Baroda and Central India.	*1932-33* .	*129,279*	*129,279*	*17,472*	*17,472*	*164,280*	*164,280*	*4·96*
	1933-34 .	126,524	126,524	21,855	21,855	167,118	167,118	4·90
Eastern Bengal .	*1932-33* .	*152,192*	*152,192*	*3,636*	*3,636*	*152,226*	*152,226*	*8·04*
	1933-34 .	156,179	156,179	2,399	2,399	163,750	163,750	8·18
Great Indian Peninsula	*1932-33* .	*60,883*	*60,883*	*28,512*	*28,512*	*237,949*	*237,949*	*5·32*
	1933-34 .	50,371	50,371	27,089	27,089	230,398	230,398	5·35
North Western .	*1932-33* .	*51,708*	*51,708*	*30,339*	*30,339*	*244,162*	*244,162*	*4·74*
	1933-34 .	52,863	52,863	30,239	30,239	233,187	233,187	4·49
South Indian .	*1932-33* .	*71,696*	*71,696*	*15,483*	*15,483*	*181,869*	*181,869*	*4·54*
	1933-34 .	56,212	56,212	14,262	14,262	171,481	171,481	4·36
Total 2′ 6″ and 2′ 0″ Gauges.	*1932-33* .	*76,195*	*76,195*	*32,896*	*32,896*	*263,656*	*263,656*	*4·87*
	1933-34 .	73,647	73,647	34,718	34,718	267,782	267,782	4·89
Total Class I Railways	*1932-33* .	*397,417*	*438,071*	*399,470*	*440,334*	*1,745,634*	*1,924,206*	*10·0*
	1933-34 .	387,769	427,821	436,876	481,999	1,831,464	2,020,629	10·2

26 (a).—*Statement of Repairs of Rolling Stock of Class I Railways*

Railway.	Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (in units). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1	2	3	4	5	6	7	8	9	10
5' 6" Gauge.									
Bengal-Nagpur	*1932-33*	*45*	*6·19*	*125*	*17·2*	*111*	*30*	*13·1*	*12·0*
	1933-34	51	7·13	109	15·3	108	32	13·1	12·8
Bombay, Baroda and Central India	*1932-33*	*19*	*4·81*	*66*	*17·5*	*70*	*18*	*12·6*	*8·06*
	1933-34	23	6·38	46	12·4	71	20	12·5	9·81
Eastern Bengal	*1932-33*	*16*	*5·13*	*30*	*9·27*	*68*	*20*	*8·87*	*8·11*
	1933-34	21	6·79	29	9·52	103	52	12·7	20·2
East Indian	*1932-33*	*63*	*3·87*	*190*	*11·7*	*182*	*40*	*7·02*	*5·93*
	1933-34	61	3·78	178	11·0	168	36	6·46	5·37
Great Indian Peninsula — Steam	*1932-33*	*27*	*2·84*	*132*	*14·2*	*76*	*29*	*5·74*	*4·67*
	1933-34	30	3·38	130	15·0	81	29	6·52	4·90
Great Indian Peninsula — Electric*	*1932-33*	*Nil*	*Nil*	*6*	*9·23*				
	1933-34	2	3·08	6	9·23				
Madras and Southern Mahratta	*1932-33*	*27*	*8·87*	*44*	*14·6*	*51*	*11*	*7·05*	*5·21*
	1933-34	33	10·5	42	14·0	58	13	8·08	5·55
Nizam's State	*1932-33*	*7*	*8·33*	*16*	*19·0*	*11*	*2*	*9·57*	*6·06*
	1933-34	7	7·78	16	17·8	11	3	9·32	8·82
North Western	*1932-33*	*45*	*3·53*	*142*	*11·1*	*264*	*85*	*10·8*	*9·13*
	1933-34	39	3·06	116	9·09	236	86	9·66	9·17
South Indian	*1932-33*	*9*	*6·23*	*22*	*14·3*	*29*	*7*	*10·1*	*8·24*
	1933-34	9	5·84	27	17·3	27	5	8·94	4·63
Total 5' 6" gauge — Steam	*1932-33*	*258*	*4·45*	*767*	*13·2*	*862*	*242*	*8·92*	*7·39*
	1933-34	274	4·79	693	12·1	863	276	8·97	8·41
Total 5' 6" gauge — Electric*	*1932-33*	*Nil*	*Nil*	*6*	*9·23*				
	1933-34	2	3·08	6	9·23				
3' 3⅜" Gauge.									
Assam-Bengal	*1932-33*	*11*	*5·47*	*32*	*15·9*	*70*	*19*	*11·6*	*6·54*
	1933-34	10	4·93	33	16·3	85	21	13·7	7·96
Bengal and North-Western	*1932-33*	*14*	*3·62*	*17*	*4·39*	*106*	*2*	*8·11*	*3·70*
	1933-34	14	3·65	13	3·39	82	1	6·25	1·85
Bombay, Baroda and Central India	*1932-33*	*20*	*4·17*	*46*	*9·49*	*94*	*11*	*6·86*	*7·86*
	1933-34	23	4·92	36	7·93	79	6	6·06	4·35
Burma	*1932-33*	*16*	*3·81*	*30*	*7·43*	*35*	*2*	*3·99*	*1·20*
	1933-34	18	4·37	24	5·88	30	2	3·61	1·01

* Excluding Electric multiple unit suburban trains.

for the years 1932-33 and 1933-34.

Coaching Stock.				Goods Stock.				Hot Boxes average Number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable Wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 Vehicle miles.	Number.	Per 1,000,000 Wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												5′ 6″ Gauge.
30	*12*	*3·59*	*2·95*	*354*	*1·52*	*4,419*	*19·0*	*8*	*11·8*	*383*	*20·2*	Bengal-Nagpur.
32	21	3·84	4·36	313	1·35	4,333	18·9	3	3·71	309	14·8	
2	*1*	*0·39*	*0·15*	*276*	*2·79*	*121*	*1·22*	*3*	*3·79*	*93*	*10·7*	Bombay, Baroda and Central India.
2	1	0·37	0·40	212	2·19	85	0·88	2	3·15	71	7·48	
3	*1*	*0·38*	*0·26*	*70*	*0·95*	*587*	*7·96*	*3*	*4·73*	*37*	*7·11*	Eastern Bengal.
2	1	0·30	0·21	74	1·01	149	2·04	4	6·56	54	8·69	
39	*9*	*1·50*	*1·34*	*385*	*0·84*	*6,283*	*13·7*	*31*	*12·9*	*576*	*11·7*	East Indian.
42	9	1·61	1·34	275	0·59	5,966	12·7	27	11·5	540	10·5	
10	*4*	*0·78*	*0·71*	*169*	*0·96*	*1,693*	*9·66*	*10*	*6·12*	*273*	*11·8*	Great Indian Peninsula — Steam.
40	17	3·18	2·89	188	1·08	756	4·34	8	5·32	224	9·19	Great Indian Peninsula — Electric.
6	*1*	*0·81*	*0·32*	*91*	*1·46*	*412*	*6·61*	*6*	*12·8*	*49*	*7·17*	Madras and Southern Mahratta.
5	1	0·75	0·45	121	1·88	385	5·97	7	15·9	66	8·45	
1	*Nil*	*0·87*	*Nil*	*86*	*3·81*	*9*	*0·40*	*2*	*16·4*	*17*	*7·22*	Nizam's State.
1	Nil	0·85	Nil	59	2·93	17	0·84	3	21·3	19	8·17	
120	*36*	*4·91*	*3·82*	*320*	*1·12*	*3,110*	*10·9*	*37*	*17·8*	*377*	*14·5*	North Western.
86	2..	3·51	2·68	715	2·51	1,375	4·85	14	6·98	326	11·9	
10	*1*	*3·34*	*0·99*	*68*	*3·64*	*20*	*1·07*	*1*	*5·69*	*14*	*6·61*	South Indian.
9	1	3·06	1·07	50	2·50	22	1·10	1	1·65	12	6·35	
221	*65*	*2·29*	*1·98*	*1,819*	*1·27*	*16,654*	*11·6*	*101*		*1,819*		Total 5′ 6″ Gauge — Steam.
219	76	2·28	2·32	2,007	1·40	13,088	9·13	69		1,621		Total 5′ 6″ Gauge — Electric.
												3′ 3⅜″ Gauge.
2	*1*	*0·28*	*0·58*	*240*	*4·33*	*61*	*1·10*	*13*	*36·0*	*33*	*8·00*	Assam-Bengal.
3	..	0·41	(a)0·35	94	1·74	40	0·74	13	37·0	25	6·00	
3	*Nil*	*0·23*	*Nil*	*109*	*0·96*	*106*	*0·93*	*4*	*5·36*	*20*	*2·34*	Bengal and North-Western.
2	..	0·16	(a)0·13	115	0·98	108	0·92	2	2·21	15	1·56	
11	*1*	*0·82*	*0·44*	*150*	*1·38*	*64*	*0·59*	*11*	*13·4*	*96*	*9·33*	Bombay, Baroda and Central India.
13	1	1·00	0·67	89	0·88	86	0·85	12	15·7	96	8·79	
20	*4*	*2·34*	*2·06*	*38*	*0·42*	*153*	*1·68*	*1*	*1·99*	*34*	*4·07*	Burma.
20	3	2·37	1·33	33	0·37	148	1·66	2	3·52	33	3·48	

(a) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

26 (a).—*Statement of Repairs of Rolling Stock of* **Class I Railways**

Railway.		Year.	Engines. Average number under or awaiting repairs daily. In Mechanical Workshops. Number.	In Mechanical Workshops. Percentage of column 3 to average total No. on line.	In sheds and transportation Workshops. Number.	In sheds and transportation Workshops. Percentage of column 5 to average total No. on line.	Coaching Stock. Average number under or awaiting repairs daily (*in units*). In Mechanical Workshops. Passenger Carriages.	Other Coaching Vehicles.	Percentage of column 7 to average total No. on line.	Percentage of column 8 to average total No. on line.
1		2	3	4	5	6	7	8	9	10
3′ 3¾″ Gauge—*concld.*										
Eastern Bengal		*1932-33*	*6*	*2·89*	*8*	*3·41*	*59*	*12*	*7·24*	*5·37*
		1933-34	9	3·89	26	11·5	66	17	8·41	7·59
Jodhpur		*1932-33*	*4*	*3·70*	*5*	*4·63*	*26*	*3*	*11·1*	*11·5*
		1933-34	3	2·80	5	4·67	20	2	8·55	7·70
Madras and Southern Mahratta		*1932-33*	*24*	*6·45*	*32*	*8·82*	*62*	*10*	*7·06*	*5·68*
		1933-34	16	4·53	36	9·96	63	10	7·14	5·56
Nizam's State		*1932-33*	*5*	*6·10*	*13*	*15·9*	*16*	*1*	*10·4*	*6·25*
		1933-34	4	4·88	15	18·3	16	1	10·3	6·25
Rohilkund and Kumaon		*1932-33*	*3*	*3·70*	*5*	*6·15*	*11*	*3*	*4·93*	*†10·4*
		1933-34	3	3·35	4	5·43	19	6	8·23	16·7
South Indian	Steam	*1932-33*	*22*	*5·23*	*66*	*15·9*	*88*	*10*	*7·13*	*7·35*
		1933-34	20	5·01	76	18·7	100	8	8·19	5·84
	Electric*	*1932-33*	*Nil*	*Nil.*	*Nil*	*Nil*				
		1933-34	*Nil*	*Nil*	..	(*a*)2·00				
Total 3′ 3¾″ Gauge	Steam	*1932-33*	*125*	*4·52*	*254*	*9·19*	*567*	*73*	*7·37*	*6·67*
		1933-34	120	4·41	268	9·85	560	74	7·39	6·67
	Electric*	*1932-33*	*Nil*	*Nil*	*Nil*	*Nil*				
		1933-34	*Nil*	*Nil*	..	(*a*)2·0				
2′ 6″ and 2′ 0″ Gauges.										
Bengal-Nagpur		*1932-33*	*8*	*7·37*	*17*	*14·6*	*20*	*2*	*5·42*	*7·45*
		1933-34	11	9·41	15	12·7	19	2	4·92	6·07
Bombay, Baroda and Central India		*1932-33*	*3*	*11·0*	*3*	*10·0*	*1*	*Nil*	*0·51*	*Nil*
		1933-34	1	2·30	3	13·2	1	Nil	1·36	Nil
Eastern Bengal		*1932-33*	..	(*a*)*1·34*	1	*11·8*	*4*	*Nil*	*7·14*	*Nil*
		1933-34	..	(*a*)2·21	2	17·2	2	Nil	3·91	Nil
Great Indian Peninsula		*1932-33*	*2*	*9·09*	*4*	*18·2*	*Nil*	*Nil*	*Nil*	*Nil*
		1933-34	1	4·55	3	13·6	Nil	Nil	Nil	Nil
North Western		*1932-33*	*3*	*2·77*	*12*	*11·7*	*7*	*2*	*2·24*	*3·03*
		1933-34	2	2·63	12	11·8	11	2	3·59	2·94
South Indian		*1932-33*	*1*	*4·55*	*1*	*13·2*	*Nil*	*Nil*	*Nil*	*Nil*
		1933-34	..	(*a*)3·00	2	14·8	Nil	Nil	Nil	Nil
Total 2′ 6″ and 2′ 0″ Gauges		*1932-33*	*17*	*5·96*	*38*	*13·3*	*32*	*4*	*3·59*	*4·26*
		1933-34	15	5·26	37	13·0	33	4	3·68	4·17
Total Class I Railways.	Steam	*1932-33*	*400*	*4·52*	*1,059*	*12·0*	*1,461*	*319*	*8·01*	*7·14*
		1933-34	409	4·69	998	11·4	1,456	354	8·04	7·89
	Electric*	*1932-33*	*Nil*	*Nil*	*6*	*9·23*				
		1933-34	2	3·08	6	9·23				

* Excluding electric multiple unit suburban trains.

(*a*) The presence of this figure in the absence of the figure of which it is a percentage is due to the latter being less than half.

for the years 1932-33 and 1933-34—concld.

Coaching Stock.				Goods Stock.				Hot Boxes. Average number (Monthly).				Railway.
Average number under or awaiting repairs daily (in units).				Average number of unserviceable wagons daily (in terms of 4-wheelers).				Coaching.		Goods.		
In Sick lines and transportation Workshops.				In Mechanical Workshops.		In Sick lines and transportation Workshops.						
Passenger carriages.	Other Coaching Vehicles.	Percentage of column 11 to average total No. on line.	Percentage of column 12 to average total No. on line.	Number.	Percentage of column 15 to average total No. on line daily.	Number.	Percentage of column 17 to average total No. on line daily.	Number.	Per 10,000,000 vehicle miles.	Number.	Per 1,000,000 wagon miles.	
11	12	13	14	15	16	17	18	19	20	21	22	23
												3′ 3½″ Gauge—*concld.*
11	*1*	*1·30*	*0·65*	*56*	*0·84*	*337*	*5·08*	*2*	*4·73*	*8*	*1·59*	Eastern Bengal.
10	1	1·28	0·53	85	1·24	121	1·76	2	4·51	6	1·20	
1	..	*0·63*	(*a*) *0·50*	*51*	*1·83*	*10*	*0·36*	*2*	*15·8*	*6*	*2·58*	Jodhpur.
1	..	0·48	(*a*) 0·35	63	2·33	7	0·26	1	6·61	6	2·48	
5	*1*	*0·59*	*0·32*	*66*	*0·77*	*91*	*1·08*	*7*	*13·4*	*76*	*9·53*	Madras and Southern Mahratta.
9	1	1·05	0·60	44	0·53	128	1·53	17	37·0	151	18·2	
1	*1*	*0·65*	*0·25*	*54*	*4·15*	*1*	*0·08*	*1*	*9·59*	*3*	*2·15*	Nizam's State.
1	Nil	0·65	Nil	64	5·02	3	0·24	1	6·41	5	4·17	
Nil	*Nil*	*Nil*	*Nil*	*32*	*1·31*	*15*	*0·61*	†2	*13·4*	†5	*3·74*	Rohilkund and Kumaon.
Nil	Nil	Nil	Nil	33	1·38	23	0·96	2	11·3	6	4·29	
26	*4*	*2·08*	*2·77*	*159*	*2·10*	*148*	*1·96*	*6*	*7·34*	*14*	*2·43*	Steam — South Indian.
20	3	1·69	2·50	102	1·36	220	2·92	1	1·24	15	2·37	
												* Electric — South Indian.
80	*13*	*1·04*	*1·19*	*955*	*1·44*	*986*	*1·49*	†*49*		†*295*		Steam — Total 3′ 3½″ Gauge.
79	9	1·04	0·81	722	1·11	884	1·35	53		358		
												* Electric — Total 3′ 3½″ Gauge.
												2′ 6″ and 2′ 0″ Gauges.
13	..	*3·37*	(*a*) *1·52*	*27*	*0·71*	*135*	*3·52*	*3*	*19·8*	*3*	*2·02*	Bengal-Nagpur.
11	3	2·76	4·96	24	0·64	137	3·62	3	19·5	3	2·18	
4	*1*	*5·68*	*33·3*	*1*	*0·20*	*15*	*3·11*	*Nil*	*Nil*	*Nil*	*Nil*	Bombay, Baroda and Central India.
4	1	6·05	33·3	1	0·18	14	2·86	Nil	Nil	Nil	Nil	
Nil	*Nil*	*Nil*	*Nil*	..	(*a*) *1·56*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Eastern Bengal.
Nil	Nil	Nil	Nil	..	(*a*)0·61	..	(*a*)0·61	Nil	Nil	Nil	Nil	
2	*Nil*	*3·83*	*Nil*	*Nil*	*Nil*	*8*	*2·08*	*Nil*	*Nil*	*Nil*	*Nil*	Great Indian Peninsula.
3	Nil	6·63	Nil	Nil	Nil	7	1·77	Nil	Nil	..	(*a*)0·32	
9	*2*	*2·89*	*3·35*	*15*	*1·11*	*37*	*2·74*	*2*	*27·7*	*5*	*5·92*	North Western.
11	2	3·66	3·29	14	1·10	61	4·80	1	9·73	9	11·4	
2	*Nil*	*5·94*	*Nil*	*Nil*	*Nil*	*2*	*1·28*	*Nil*	*Nil*	*Nil*	*Nil*	South Indian.
1	Nil	3·79	Nil	Nil	Nil	3	1·92	Nil	Nil	Nil	Nil	
30	*3*	*3·36*	*3·19*	*43*	*0·69*	*197*	*3·17*	*5*		*8*		Total 2′ 6″ and 2′ 0″ Gauges.
30	6	3·34	6·25	39	0·64	222	3·62	4		12		
331	*81*	*1·81*	*1·81*	*2,817*	*1·31*	*17,837*	*8·28*	†*155*		†*2,122*		Steam — Total Class I Railways.
328	91	1·81	2·03	2,768	1·29	14,194	6·61	126		1,991		
												* Electric — Total Class I Railways.

† Revised figures.

26 (b).—Statement of cost of Repairs and Maintenance of Rolling Stock of

Railway.	Cost per equated engine mile.*		
	Mechanical workshops.	Transportation workshops.	Total.
1	2	3	4
5′ 6″ Gauge.	As.	As.	As.
Bengal Nagpur	1·89	1·11	3·00
Bombay, Baroda & Central India	2·37	1·14	3·51
Eastern Bengal	1·78	0·79	2·57
East Indian	1·68	1·28	2·96
Great Indian Peninsula	1·79	1·20	2·99
Madras and Southern Mahratta	2·70	1·33	4·03
Nizam's State	1·66	1·11	2·77
North Western	1·44	1·58	3·02
South Indian	1·58	1·29	2·87
Averages			3·04
3′ 3⅜″ Gauge.			
Assam Bengal	1·66	1·54	3·20
Bengal and North Western	1·25	1·47	2·72
Bombay, Baroda & Central India	3·19	1·94	5·13
Burma	1·41	1·37	2·78
Eastern Bengal	1·81	1·03	2·84
Jodhpur	2·25	1·92	4·17
Madras and Southern Mahratta	1·25	0·94	2·19
Nizam's State	2·52	1·78	4·30
Rohilkund and Kumaon	1·44	1·40	2·84
South Indian	1·90	1·64	3·54
Averages			3·36

*Cost per equated engine mile = cost per engine mile $\times \frac{20{,}000}{\text{Average Tractive Effort per engine}}$.

Class I Railways for the year 1933-34.

Cost per carriage on line (in terms of 4-wheelers).			Cost per wagon on line (in terms of 4-wheelers).			Railway.
Mechanical workshops.	Transportation workshops.	Total.	Mechanical workshops.	Transportation workshops.	Total.	
5	6	7	8	9	10	11
Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	5′ 6″ Gauge.
654·6	141·2	795·8	85·7	47·9	133·6	Bengal Nagpur.
820·8	123·5	944·3	78·7	16·8	95·5	Bombay, Baroda & Central India.
436·5	58·7	495·2	63·6	17·7	81·3	Eastern Bengal.
522·7	84·5	607·2	44·8	34·8	79·6	East Indian.
670·4	127·2	797·6	56·2	40·9	97·1	Great Indian Peninsula.
511·2	79·0	590·2	85·7	30·5	116·2	Madras and Southern Mahratta.
690·6	36·6	727·2	104·3	30·6	134·9	Nizam's State.
368·0	72·3	440·3	67·3	38·1	105·4	North-Western.
254·0	48·2	302·2	46·8	11·0	57·8	South Indian.
		609·2			98·9	Averages.
						3′ 3⅜″ Gauge.
286·6	26·8	313·4	39·4	10·9	50·3	Assam Bengal.
163·2	52·7	215·9	17·5	11·0	28·5	Bengal and North Western.
357·8	82·9	440·7	42·2	18·6	60·8	Bombay, Baroda & Central India.
181·4	30·0	211·4	41·9	12·3	54·2	Burma.
299·3	53·1	352·4	38·5	9·47	48·0	Eastern Bengal.
374·7	32·7	407·4	44·3	7·26	51·6	Jodhpur.
294·8	38·4	333·2	27·3	12·0	39·3	Madras and Southern Mahratta.
580·6	21·2	601·8	70·7	14·0	84·7	Nizam's State.
218·3	32·4	250·7	16·6	5·67	22·3	Rohilkund and Kumaon.
193·4	30·6	224·0	18·2	5·90	24·1	South Indian.
		303·8			43·7	Averages.

27 (a).—*Statement of coal consumed on Class I Railways*

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal Nagpur	*1932-33*	*Nil*	*608,108*	*Nil*	*Nil*	*608,108*	*Nil*	*100,224*
	1933-34	Nil	631,74]	Nil	Nil	631,741	Nil	105,735
Bombay, Baroda and Central India.	*1932-33*	*Nil*	*251,784*	*3,637*	*Nil*	*253,239*	*Nil*	*21,458*
	1933-34	Nil	274,228	3,471	Nil	275,616	Nil	19,708
Eastern Bengal	*1932-33*	*Nil*	*208,729*	*Nil*	*Nil*	*208,729*	*Nil*	*37,540*
	1933-34	Nil	233,733	Nil	Nil	233,733	Nil	46,297
East Indian	*1932-33*	*Nil*	*1,199,646*	*265*	*Nil*	*1,199,752*	*Nil*	*180,489*
	1933-34	Nil	1,247,086	273	Nil	1,247,195	Nil	171,156
Great Indian Peninsula	*1932-33*	*Nil*	*676,712*	*143*	*13,704*	*701,685*	*Nil*	*103,982*
	1933-34	Nil	725,700	92	12,521	748,502	Nil	100,405
Madras and Southern Mahratta	*1932-33*	*Nil*	*242,516*	*Nil*	*17*	*242,547*	*Nil*	*10,193*
	1933-34	Nil	259,819	10	17	259,854	Nil	13,901
Nizam's State	*1932-33*	*Nil*	*81,947*	*223*	*Nil*	*82,036*	*Nil*	*7,969*
	1933-34	Nil	81,900	245	Nil	81,998	Nil	5,299
North Western	*1932-33*	*Nil*	*786,813*	*Nil*	*38,388*	*856,609*	*51*	*119,135*
	1933-34	Nil	806,296	Nil	32,494	865,376	*Nil*	106,755
South Indian	*1932-33*	*Nil*	*94,152*	*105*	*7*	*94,206*	*Nil*	*1,581*
	1933-34	Nil	90,977	142	2	91,037	Nil	1,670
Total 5′ 6″ Gauge	*1932-33*	*Nil*	*4,150,407*	*4,373*	*52,116*	*4,246,911*	*51*	*532,571*
	1933-34	Nil	4,351,480	4,233	45,034	4,435,052	*Nil*	570,926
3′ 3½″ Gauge.								
Assam Bengal	*1932-33*	*Nil*	*92,188*	*Nil*	*Nil*	*92,188*	*Nil*	*13,945*
	1933-34	Nil	89,775	Nil	Nil	89,775	Nil	15,256
Bengal and North Western	*1932-33*	*Nil*	*179,771*	*Nil*	*Nil*	*179,771*	*Nil*	*50,659*
	1933-34	Nil	182,711	Nil	Nil	182,711	Nil	52,787
Bombay, Baroda and Central India.	*1932-33*	*Nil*	*211,317*	*3,260*	*Nil*	*212,621*	*Nil*	*17,496*
	1933-34	Nil	207,674	3,007	Nil	208,876	Nil	16,355
Burma	*1932-33*	*Nil*	*164,939*	*10,725*	*Nil*	*169,229*	*Nil*	*9,140*
	1933-34	Nil	177,399	11,666	Nil	182,065	Nil	7,800

* 2½ tons of wood=
0·55 ton of oil fuel=

during the years 1932-33 and 1933-34.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS.)			TOTAL FUEL CONSUMED. (TONS.)					
Wood.	Oil fuel.	* Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	* Total (in terms of coal).	Railway.
10	11	12	13	14	15	16	17	18
								5′ 6″ GAUGE.
Nil	*Nil*	*100,224*	*Nil*	*708,332*	*Nil*	*Nil*	*708,332*	Bengal Nagpur.
Nil	Nil	105,735	Nil	737,476	Nil	Nil	737,476	
1,420	*Nil*	*22,026*	*Nil*	*273,242*	*5,057*	*Nil*	*275,265*	Bombay, Baroda and Central India.
1,942	Nil	20,485	Nil	293,936	5,413	Nil	296,101	
Nil	*Nil*	*37,540*	*Nil*	*246,269*	*Nil*	*Nil*	*246,269*	Eastern Bengal.
Nil	Nil	46,297	Nil	280,030	Nil	Nil	280,030	
833	*554*	*181,829*	*Nil*	*1,380,135*	*1,098*	*554*	*1,381,581*	East Indian.
770	731	172,794	Nil	1,418,242	1,043	731	1,419,989	
Nil	*1,537*	*106,777*	*Nil*	*780,694*	*143*	*15,241*	*808,462*	Great Indian Peninsula.
Nil	1,786	103,653	Nil	826,105	92	14,307	852,155	
Nil	*632*	*11,343*	*Nil*	*252,709*	*Nil*	*649*	*253,890*	Madras and Southern Mahratta.
Nil	662	15,103	Nil	273,720	10	679	274,957	
14	*Nil*	*7,975*	*Nil*	*89,916*	*237*	*Nil*	*90,011*	Nizam's State.
18	Nil	5,306	Nil	87,199	263	Nil	87,304	
546	*5,623*	*129,642*	*51*	*905,948*	*546*	*44,011*	*986,251*	North Western.
5	4,779	115,448	Nil	913,051	5	37,273	930,824	
19	*29*	*1,642*	*Nil*	*95,733*	*124*	*36*	*95,848*	South Indian.
Nil	16	1,700	Nil	92,647	142	18	92,737	
2,832	*8,376*	*598,998*	*51*	*4,732,978*	*7,205*	*60,491*	*4,845,909*	Total 5′ 6″ Gauge.
2,735	7,974	586,521	Nil	4,922,406	6,968	53,008	5,021,573	
								3′ 3⅜″ GAUGE.
Nil	*Nil*	*13,945*	*Nil*	*106,133*	*Nil*	*Nil*	*106,133*	Assam Bengal.
Nil	96	15,431	Nil	105,031	Nil	96	105,206	
Nil	*Nil*	*50,659*	*Nil*	*230,430*	*Nil*	*Nil*	*230,430*	Bengal and North Western.
Nil	Nil	52,787	Nil	235,498	Nil	Nil	235,498	
113	*Nil*	*17,541*	*Nil*	*228,813*	*3,373*	*Nil*	*230,162*	Bombay, Baroda and Central India.
155	Nil	16,417	Nil	224,029	3,162	Nil	225,293	
11,508	*Nil*	*13,743*	*Nil*	*174,079*	*22,233*	*Nil*	*182,972*	Burma.
10,673	Nil	12,069	Nil	185,199	22,339	Nil	194,134	

1 ton of coal.
1 ton of coal.

27 (a).—*Statement of coal consumed on* **Class I Railways**

Railway.	Year.	Fuel consumed by locomotives (Tons).					Fuel consumed for pumping engines,	
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.
1	2	3	4	5	6	7	8	9
3′ 3⅜″ Gauge—*concld.*								
Eastern Bengal	*1932-33*	*Nil*	*101,815*	*Nil*	*Nil*	*101,815*	*Nil*	*20,870*
	1933-34	Nil	107,489	Nil	Nil	107,489	Nil	22,701
Jodhpur	*1932-33*	*Nil*	*37,810*	*200*	*Nil*	*37,890*	*Nil*	*3,607*
	1933-34	Nil	40,460	215	Nil	40,546	Nil	3,235
Madras and Southern Mahratta	*1932-33*	*Nil*	*179,721*	*Nil*	*11*	*179,741*	*Nil*	*12,015*
	1933-34	Nil	182,087	Nil	10	182,105	Nil	10,883
Nizam's State	*1932-33*	*Nil*	*51,073*	*136*	*Nil*	*51,127*	*Nil*	*2,834*
	1933-34	Nil	51,254	143	Nil	51,311	Nil	2,251
Rohilkund and Kumaon	*1932-33*	*Nil*	*34,238*	*Nil*	*Nil*	*34,238*	*Nil*	*6,116*
	1933-34	Nil	34,309	Nil	Nil	34,309	Nil	6,664
South Indian	*1932-33*	*Nil*	*159,624*	*312*	*4*	*159,756*	*Nil*	*20,236*
	1933-34	Nil	162,720	267	1	162,829	Nil	23,536
Total 3′ 3⅜″ Gauge	*1932-33*	*Nil*	*1,212,496*	*14,633*	*15*	*1,218,376*	*Nil*	*156,918*
	1933-34	Nil	1,235,878	15,298	11	1,242,016	Nil	161,468
2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1932-33*	*Nil*	*54,531*	*Nil*	*Nil*	*54,531*	*Nil*	*8,458*
	1933-34	Nil	57,739	Nil	Nil	57,739	Nil	8,783
Bombay, Baroda and Central India.	*1932-33*	*Nil*	*7,042*	*181*	*Nil*	*7,114*	*Nil*	*111*
	1933-34	Nil	7,238	166	Nil	7,304	Ni	138
Eastern Bengal	*1932-33*	*Nil*	*1,339*	*Nil*	*Nil*	*1,339*	*Nil*	*130*
	1933-34	Nil	1,480	Nil	Nil	1,480	Nil	166
Great Indian Peninsula	*1932-33*	*Nil*	*12,682*	*Nil*	*Nil*	*12,682*	*Nil*	*1,001*
	1933-34	Nil	12,876	Nil	Nil	12,876	Nil	883
North-Western	*1932-33*	*Nil*	*37,353*	*Nil*	*Nil*	*37,353*	*Nil*	*5,188*
	1933-34	Nil	36,007	Nil	Nil	36,007	Nil	3,923
South Indian	*1932-33*	*Nil*	*2,284*	*9*	*Nil*	*2,288*	*Nil*	*5*
	1933-34	Nil	2,199	9	Nil	2,203	Nil	3
Total 2′ 6″ & 2′ 0″ Gauges	*1932-33*	*Nil*	*115,231*	*190*	*Nil*	*115,307*	*Nil*	*14,893*
	1933-34	Nil	117,539	175	Nil	117,609	Nil	13,896
Total Class I Railways	*1932-33*	*Nil*	*5,478,134*	*19,196*	*52,131*	*5,530,594*	*51*	*754,392*
	1933-34	Nil	5,704,897	19,706	45,045	5,794,677	Nil	746,290

* 2½ tons of wood =
0·55 ton of oil fuel =

during the years 1932-33 and 1933-34—contd.

ALL OTHER PURPOSES SUCH AS FOR WORKSHOPS, STEAMERS, ETC. (TONS).			TOTAL FUEL CONSUMED (TONS).					Railway.
Wood.	Oil fuel.	Total (in terms of coal).	Foreign coal.	Indian coal.	Wood.	Oil fuel.	Total (in terms of coal).	
10	11	12	13	14	15	16	17	18
								3' 3⅜" GAUGE—*concld.*
Nil	*Nil*	*20,870*	*Nil*	*122,685*	*Nil*	*Nil*	*122,685*	Eastern Bengal.
Nil	Nil	22,701	Nil	130,190	Nil	Nil	130,190	
Nil	*Nil*	*3,607*	*Nil*	*41,417*	*200*	*Nil*	*41,497*	Jodhpur.
Nil	Nil	3,235	Nil	43,695	215	Nil	43,781	
Nil	*624*	*13,150*	*Nil*	*191,736*	*Nil*	*635*	*192,891*	Madras and Southern Mahratta.
Nil	621	12,012	Nil	192,970	Nil	631	194,117	
17	*Nil*	*2,841*	*Nil*	*53,907*	*153*	*Nil*	*53,968*	Nizam's State.
15	Nil	2,257	Nil	53,505	158	Nil	53,568	
Nil	*Nil*	*6,116*	*Nil*	*40,354*	*Nil*	*Nil*	*40,354*	Rohilkund and Kumaon.
Nil	Nil	6,664	Nil	40,973	Nil	Nil	40,973	
84	*683*	*21,512*	*Nil*	*179,860*	*396*	*687*	*181,268*	South Indian.
Nil	748	24,896	Nil	186,256	267	749	187,725	
11,722	*1,307*	*163,984*	*Nil*	*1,369,414*	*26,355*	*1,322*	*1,382,360*	Total 3' 3⅜" Gauge.
10,843	1,465	168,469	Nil	1,397,346	26,141	1,476	1,410,485	
								2' 6" AND 2' 0" GAUGES.
Nil	*Nil*	*8,458*	*Nil*	*62,989*	*Nil*	*Nil*	*62,989*	Bengal Nagpur.
Nil	Nil	8,783	Nil	66,522	Nil	Nil	66,522	
Nil	*Nil*	*111*	*Nil*	*7,153*	*181*	*Nil*	*7,225*	Bombay, Baroda and Central India.
Nil	Nil	138	Nil	7,376	166	Nil	7,442	
Nil	*Nil*	*130*	*Nil*	*1,469*	*Nil*	*Nil*	*1,469*	Eastern Bengal.
Nil	Nil	166	Nil	1,646	Nil	Nil	1,646	
Nil	*33*	*1,061*	*Nil*	*13,683*	*Nil*	*33*	*13,743*	Great Indian Peninsula.
Nil	25	928	Nil	13,759	Nil	25	13,804	
19	*Nil*	*5,196*	*Nil*	*42,541*	*19*	*Nil*	*42,549*	North Western.
Nil	Nil	3,923	Nil	39,930	Nil	Nil	39,930	
Nil	*Nil*	*5*	*Nil*	*2,289*	*9*	*Nil*	*2,293*	South Indian.
Nil	Nil	3	Nil	2,202	9	Nil	2,206	
19	*33*	*14,961*	*Nil*	*130,124*	*209*	*33*	*130,268*	Total 2' 6" & 2' 0" Gauges.
Nil	25	13,941	Nil	131,435	175	25	131,550	
14,573	*9,715*	*777,943*	*51*	*6,232,516*	*33,769*	*61,846*	*6,358,537*	TOTAL CLASS I RAILWAYS.
13,578	9,464	768,931	Nil	6,451,187	33,284	54,509	6,563,608	

1 ton of coal.
1 ton of coal.

27 (a).—Statement of Coal consumed on ***Class I Railways*** *during the years 1932-33 and 1933-34* —contd.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
5' 6" Gauge.									
Bengal-Nagpur	*1932-33*	*Nil*	*3·44*	*Nil*	*Nil*	*Nil*	*5·94*	*Nil*	*Nil*
	1933-34	Nil	3·16	Nil	Nil	Nil	5·68	Nil	Nil
Bombay, Baroda and Central India	*1932-33*	*Nil*	*5·04*	*4·02*	*Nil*	*Nil*	*17·1*	*6·27*	*Nil*
	1933-34	Nil	4·45	4·00	Nil	Nil	15·1	4·94	Nil
Eastern Bengal	*1932-33*	*Nil*	*3·65*	*Nil*	*Nil*	*Nil*	*8·20*	*Nil*	*Nil*
	1933-34	Nil	3·06	Nil	Nil	Nil	7·88	Nil	Nil
East Indian	*1932-33*	*Nil*	*3·68*	*16·0*	*94·9*	*Nil*	*7·10*	*16·4*	*96·6*
	1933-34	Nil	3·72	11·8	99·8	Nil	7·05	12·0	100·8
Great Indian Peninsula	*1932-33*	*Nil*	*4·57*	*5·00*	*41·4*	*Nil*	*11·9*	*6·71*	*42·7*
	1933-34	Nil	4·49	4·75	41·4	Nil	11·1	5·40	42·7
Madras and Southern Mahratta	*1932-33*	*Nil*	*5·30*	*Nil*	*51·8*	*Nil*	*15·3*	*Nil*	*53·5*
	1933-34	Nil	4·93	Nil	51·6	Nil	13·9	Nil*	53·4
Nizam's State	*1932-33*	*Nil*	*5·66*	*6·00*	*Nil*	*Nil*	*7·16*	*6·63*	*Nil*
	1933-34	Nil	5·64	6·00	Nil	Nil	7·01	7·03	Nil
North Western	*1932-33*	*45·2*	*4·31*	*710*	*34·0*	**45·2*	*16·7*	**7·10*	*40·9*
	1933-34	Nil	3·72	2·25	34·0	Nil	16·7	2·25	40·9
Indian	*1932-33*	*Nil*	*4·44*	*6·01*	*73·2*	*Nil*	*18·9*	*6·01*	*73·2*
	1933-34	Nil	4·24	5·08	65·4	Nil	17·7	5·08	69·4
3' 3¾" Gauge.									
Bengal	*1932-33*	*Nil*	*8·90*	*Nil*	*Nil*	*Nil*	*13·3*	*Nil*	*Nil*
	1933-34	Nil	6·12	Nil	70·0	Nil	13·0	Nil	78·8
North Western	*1932-33*	*Nil*	*4·16*	*Nil*	*Nil*	*Nil*	*10·8*	*Nil*	*Nil*
	1933-34	Nil	3·74	Nil	Nil	Nil	10·4	Nil	Nil
Baroda and Central India	*1932-33*	*Nil*	*4·64*	*4·40*	*Nil*	*Nil*	*15·9*	*4·94*	*Nil*
	1933-34	Ni	4·19	4·40	Nil	Nil	15·4	4·94	Nil
	1932-33	*Nil*	*4·03*	*3·54*	*Nil*	*Nil*	*17·8*	*5·24*	*Nil*
	1933-34	Nil	3·41	3·50	Nil	Nil	16·9	5·18	Nil

* Freight not available.

27 (a).—Statement of Coal consumed on Class I Railways during the years 1932-33 and 1933-34 —concld.

Railway.	Year.	Average cost per ton (at pit's mouth or station of supply).				Average cost per ton including freight, both sea and rail.			
		Foreign coal.	Indian coal.	Wood.	Oil fuel.	Foreign coal.	Indian coal.	Wood.	Oil fuel.
19	20	21	22	23	24	25	26	27	28
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
3′ 3¾″ Gauge—*concld.*									
Eastern Bengal	*1932-33*	*Nil*	*3·65*	*Nil*	*Nil*	*Nil*	*9·54*	*Nil*	*Nil*
	1933-34	Nil	3·06	Nil	Nil	Nil	9·60	Nil	Nil
Jodhpur	*1932-33*	*Nil*	*3·73*	*5·00*	*Nil*	*Nil*	*16·1*	*5·00*	*Nil*
	1933-34	Nil	3·35	5·00	Nil	Nil	16·1	5·00	Nil
Madras and Southern Mahratta	*1932-33*	*Nil*	*6·14*	*Nil*	*51·9*	*Nil*	*14·6*	*Nil*	*53·8*
	1933-34	Nil	6·79	Nil	51·8	Nil	14·9	Nil	53·8
Nizam's State	*1932-33*	*Nil*	*5·66*	*6·00*	*Nil*	*Nil*	*9·45*	*6·63*	*Nil*
	1933-34	Nil	5·64	6·00	Nil	Nil	9·30	7·03	Nil
Rohilkund and Kumaon	*1932-33*	*Nil*	*4·22*	*Nil*	*Nil*	*Nil*	*13·0*	*Nil*	*Nil*
	1933-34	Nil	3·89	Nil	Nil	Nil	12·6	Nil	Nil
South Indian	*1932-33*	*Nil*	*4·44*	*6·01*	*52·6*	*Nil*	*18·3*	*6·01*	*52·6*
	1933-34	Nil	4·24	5·08	56·8	Nil	17·4	5·08	59·4
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	*1932-33*	*Nil*	*4·99*	*Nil*	*Nil*	*Nil*	*6·95*	*Nil*	*Nil*
	1933-34	Nil	4·65	Nil	Nil	Nil	6·46	Nil	Nil
Bombay, Baroda and Central India	*1932-33*	*Nil*	*5·04*	*4·02*	*Nil*	*Nil*	*17·8*	*4·02*	*Nil*
	1933-34	Nil	4·45	4·00	Nil	Nil	17·1	4·14	Nil
Eastern Bengal	*1932-33*	*Nil*	*3·65*	*Nil*	*Nil*	*Nil*	*6·80*	*Nil*	*Nil*
	1933-34	Nil	3·06	Nil	Nil	Nil	7·89	Nil	Nil
Great Indian Peninsula	*1932-33*	*Nil*	*4·47*	*Nil*	*41·6*	*Nil*	*9·72*	*Nil*	*45·8*
	1933-34	Nil	4·28	Nil	41·0	Nil	9·87	Nil	45·1
North Western	*1932-33*	*Nil*	*4·31*	*7·10*	*Nil*	*Nil*	*19·9*	**7·10*	*Nil*
	1933-34	Nil	3·72	2·25	Nil	Nil	17·5	2·25	Nil
South Indian	*1932-33*	*Nil*	*4·44*	*6·01*	*Nil*	*Nil*	*18·1*	*6·01*	Nil
	1933-34	Nil	4·24	5·08	(*b*)138·1	Nil	16·2	5·08	(*b*)138·1

* Freight not available.

(*b*) This rate represents the rate of Kerosene oil.

27 (b).—*Statement of Coal‡ Consumption on Class I Railways for the years 1932-33 and 1933-34.*

Railway.	Year.	*Passenger and Total Mixed.*	*Passenger and proportion of Mixed.*	*Goods.*	*Goods and proportion of Mixed.*	*Shunting including siding all services.*		*Departmental.*	†	*Fuel consumed for other than Locomotive purposes.*			
		Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. consumed per 1,000 gross ton miles.	Total tons consumed.	Lbs. per engine mile.	Total tons consumed.	Total tons used on all Locomotive services.	Water pumping Stations.	Electric Generating Stations.	Miscellaneous purposes.	Total. (columns 11+12+13.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
5′ 6″ Gauge.													
Bengal-Nagpur	*1932-33*	*200,669*	*200·9*	*306,764*	*154·9*	*76,265*	*55·8*	*21,478*	*608,103*	*29,972*	*31,478*	*38,774*	*100,224*
	1933-34	200,673	189·8	338,004	147·9	69,475	57·9	19,503	631,741	30,896	31,427	43,412	105,735
Bombay, Baroda and Central India.	*1932-33*	*130,477*	*172·5*	*83,854*	*113·0*	*32,258*	*70·5*	*6,650*	*253,239*	*7,633*	*4,673*	*9,720*	*22,026*
	1933-34	137,280	176·3	93,450	112·4	32,464	70·3	7,422	275,616	8,483	3,780	8,222	20,485
Eastern Bengal	*1932-33*	*123,267*	*170·2*	*49,726*	*116·0*	*25,696*	*45·6*	*4,531*	*208,729*	*4,375*	*12,392*	*20,773*	*37,540*
	1933-34	132,777	174·5	54,434	113·9	25,766	46·1	13,244	233,733	4,064	12,249	29,984	46,297
East Indian	*1932-33*	*461,893*	*152·9*	*631,896*	*101·8*	*154,947*	*62·0*	*46,737*	*1,199,752*	*54,013*	*59,554*	*68,262*	*181,829*
	1933-34	478,672	159·0	586,657	106·5	133,306	56·2	45,905	1,247,195	49,414	57,022	66,358	172,794
Great Indian Peninsula	*1932-33*	*288,918*	*159·9*	*318,809*	*154·1*	*63,596*	*72·9*	*20,993*	*701,685*	*27,883*	*55,959*	*22,935*	*106,777*
	1933-34	301,904	165·4	353,372	160·5	68,818	77·4	21,222	748,502	27,086	55,289	21,278	103,653
Madras and Southern Mahratta.	*1932-33*	*130,543*	*174·8*	*82,727*	*128·1*	*19,319*	*64·1*	*6,629*	*242,547*	*3,010*	*1,150*	*7,193*	*11,343*
	1933-34	131,760	181·7	93,483	126·3	21,628	71·9	9,104	259,854	4,067	1,203	9,833	15,103
Nizam's State	*1932-33*	**37,099*	**182·6*	**35,929*	**166·0*	**5,639*	*71·6*	*4,069*	*82,036*	*2,881*	*Nil*	*5,094*	*7,975*
	1933-34	42,970	175·2	28,679	161·2	5,687	69·0	4,662	81,998	2,301	*Nil*	3,005	5,306
North Western	*1932-33*	*430,651*	*156·4*	*268,955*	*122·3*	*115,176*	*76·2*	*30,770*	*856,609*	*27,795*	*16,224*	*85,623*	*129,642*
	1933-34	430,915	154·9	276,102	123·9	120,387	78·8	31,730	865,376	22,131	17,942	75,375	115,448
South Indian	*1932-33*	*62,569*	*165·9*	*21,155*	*123·5*	*6,551*	*50·5*	*4,931*	*94,206*	*1,288*	*53*	*301*	*1,642*
	1933-34	61,525	161·0	21,031	120·2	5,123	49·5	3,353	91,037	1,152	29	519	1,700
Total 5′ 6″ Gauge	*1932-33*	**1,866,086*	*163·7*	**1,699,115*	*124·4*	**503,447*	*60·5*	*146,793*	*4,246,911*	*158,850*	*181,483*	*258,665*	*598,998*
	1933-34	1,918,476	165·9	1,850,212	126·3	482,659	64·2	156,145	4,435,652	149,594	178,941	257,986	586,521
3′ 3½″ Gauge.													
Assam Bengal	*1932-33*	*66,093*	*173·0*	*9,093*	*162·1*	*11,288*	*43·1*	*4,773*	*92,188*	*2,652*	*5,894*	*5,399*	*13,945*
	1933-34	65,772	159·3	6,955	148·3	10,957	41·7	4,891	89,775	2,812	6,754	5,865	15,431
Bengal and North Western	*1932-33*	*105,601*	*185·3*	*50,538*	*136·4*	*12,188*	*21·9*	*8,538*	*179,771*	*9,522*	*4,359*	*36,778*	*50,659*
	1933-34	104,795	171·8	52,038	130·4	12,907	22·5	10,075	182,711	9,286	5,179	38,322	52,787
Bombay, Baroda and Central India.	*1932-33*	*122,641*	*188·0*	*62,793*	*142·7*	*20,363*	*43·1*	*6,179*	*212,621*	*7,323*	*3,877*	*6,341*	*17,541*
	1933-34	115,868	189·0	67,203	133·4	19,125	40·2	6,061	208,876	6,514	5,923	3,980	16,417
Burma	*1932-33*	*94,357*	*171·4*	*50,950*	*141·3*	*17,554*	*33·0*	*6,368*	*169,229*	*6,637*	*Nil*	*7,056*	*13,743*
	1933-34	96,554	174·1	58,705	138·0	18,683	33·4	8,123	182,065	6,233	Nil	5,833	12,069

* Revised figures.

† Includes fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood @ 2½ tons of wood = 1 ton of coal.

27 (*b*).—*Statement of Coal‡ Consumption on Class I Railways for the years 1932-33 and 1933-34*—concld.

Railway.	Year.	*Passenger and Total Mixed.* Total tons consumed.	*Passenger and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Goods.* Total tons consumed.	*Goods. and proportion of Mixed.* Lbs. consumed per 1,000 gross ton miles.	*Shunting including siding all services.* Total tons consumed.	*Shunting including siding all services.* Lbs. per engine mile.	*Departmental.* Total tons consumed.	† Total tons used on all Locomotive services.	*Fuel consumed for other than Locomotive purposes.* Water pumping Stations.	*Fuel consumed for other than Locomotive purposes.* Electric generating Stations.	*Fuel consumed for other than Locomotive purposes.* Miscellaneous purposes.	*Fuel consumed for other than Locomotive purposes.* Total. (columns 11+12+13).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
3′ 3½″ Gauge—*concld.*													
Eastern Bengal	*1932-33*	*53,263*	*184·8*	*29,264*	*142·7*	*11,704*	*44·1*	*2,705*	*101,815*	*3,448*	*Nil*	*17,422*	*20,870*
	1933-34	54,575	174·4	31,093	136·4	12,406	42·3	2,233	107,489	3,459	Nil	19,242	22,701
Jodhpur	*1932-33*	*25,456*	*149·3*	*7,842*	*144·8*	*2,769*	*24·1*	*1,745*	*37,890*	*1,927*	*Nil*	*1,680*	*3,607*
	1933-34	27,311	156·5	8,504	149·9	2,847	24·9	1,672	40,546	1,409	Nil	1,826	3,235
Madras and Southern Mahratta.	*1932-33*	*92,445*	*187·8*	*68,772*	*178·3*	*12,549*	*36·3*	*4,471*	*179,741*	*3,971*	*1,135*	*8,044*	*13,150*
	1933-34	88,468	177·3	73,141	176·1	13,777	38·1	5,041	182,105	4,059	1,129	6,824	12,012
Nizam's State	*1932-33*	**29,972*	**291·7*	**14,699*	**202·0*	**3,540*	*80·5*	*2,916*	*51,127*	*1,849*	*Nil*	*992*	*2,841*
	1933-34	29,906	299·2	14,366	189·4	3,514	75·8	3,471	51,311	1,243	Nil	1,014	2,257
Rohilkund and Kumaon	*1932-33*	*26,215*	*199·7*	*3,447*	*155·3*	*2,947*	*27·0*	*1,629*	*34,238*	*2,184*	*1,652*	*2,280*	*6,116*
	1933-34	25,300	191·2	4,147	148·3	2,958	24·5	1,904	34,309	2,357	1,747	2,560	6,664
South Indian	*1932-33*	*115,090*	*188·4*	*30,604*	*122·0*	*7,202*	*35·4*	*6,860*	*159,756*	*3,905*	*13,969*	*3,638*	*21,512*
	1933-34	115,823	181·9	32,949	122·7	7,557	36·8	6,500	162,829	4,196	15,250	5,450	24,896
Total 3′ 3½″ Gauge	*1932-33*	**731,133*	*186·1*	**328,002*	*148 7*	**102,104*	*35·4*	*46,174*	*1,218,376*	*43,468*	*30,886*	*89,630*	*163,984*
	1933-34	724,372	180·6	349,101	143·2	104,731	34·8	49,971	1,242,016	41,568	35,982	90,919	168,469
2′ 6″ and 2′ 0″ Gauges.													
Bengal-Nagpur	*1932-33*	*33,879*	*373·5*	*13,157*	*344·1*	*5,596*		*1,403*	*54,531*	*5,705*	*341*	*2,412*	*8,458*
	1933-34	36,104	368·6	13,980	333·8	5,566		1,688	57,739	5,920	249	2,614	8,783
Bombay, Baroda and Central India.	*1932-33*	*6,678*	*431·6*	*153*	*447·3*	*Nil*		*Nil*	*7,114*	*3*	*Nil*	*108*	*111*
	1933-34	5,752	510·1	37	401·9	Nil		Nil	7,304	47	Nil	91	138
Eastern Bengal	*1932-33*	*1,298*	*628·8*	*Nil*	*623·3*	*Nil*		*5*	*1,339*	*Nil*	*Nil*	*130*	*130*
	1933-34	1,424	524·0	Nil	619·4	Nil		1	1,480	*Nil*	Nil	166	166
Great Indian Peninsula	*1932-33*	*11,696*	*468·9*	*2*	*471·4*	*611*		*373*	*12,682*	*1,003*	*Nil*	*58*	*1,061*
	1933-34	11,905	497·2	1	497·7	589		381	12,876	918	Nil	10	928
North-Western	*1932-33*	*17,006*	*378·6*	*14,874*	*514·7*	*3,581*		*1,383*	*37,353*	*1,776*	*Nil*	*3,420*	*5,196*
	1933-34	18,399	410·0	12,956	502·0	3,231		1,260	36,007	1,261	Nil	2,662	3,923
South Indian	*1932-33*	*2,286*	*279·9*	*Nil*	*228·4*	*Nil*		*2*	*2,288*	*Nil*	*Nil*	*5*	*5*
	1933-34	2,200	287·5	Nil	231·2	Nil		3	2,203	Nil	Nil	3	3
Total 2′ 6″ & 2′ 0″ Gauges	*1932-33*	*72,843*	*386·2*	*28,186*	*415·8*	*9,788*		*3,166*	*116,307*	*8,487*	*341*	*6,133*	*14,961*
	1933-34	75,784	399·5	26,974	404·3	9,386		3,333	117,609	8,146	249	5,546	13,941
Total Class I Railways	*1932-33*	**2,670,062*	*170·9*	**2,055,303*	*130·6*	**615,339*		*196,133*	*5,530,594*	*210,305*	*212,710*	*354,428*	*777,943*
	1933-34	2,718,632	171·5	2,226,287	131·1	596,776		209,449	5,794,677	199,308	215,172	354,451	768,931

Not published.

* Revised figures.

† Including fuel used on steam coaches, internal combustion coaches and locomotives employed on miscellaneous services.

‡ Coal includes oil fuel @ 0·55 ton of oil fuel = 1 ton of coal and firewood, @ 2½ tons of wood = 1 ton of coal.

28.—*Statement of Efficiency of* **Class 1 Railways** *for the years 1932-33 and 1933-34.*

Railway.	Year.	Goods and proportion of mixed.				
		Wagon miles		Net ton miles per engine hour.	Gross ton miles	
		per shunting engine hour (excluding departmental).	per engine hour (including departmental).		per engine hour (including weight of engine and departmental).	per train engine hour (excluding weight of engine and departmental).
1	2	3	4	5	6	7
5′ 6″ Gauge.						
Bengal Nagpur	*1932-33*	*413*	*176*	*1,590*	*3,908*	*9,109*
	1933-34	442	189	1,782	4,232	10,029
Bombay, Baroda and Central India	*1932-33*	*632*	*236*	*1,793*	*4,725*	*9,619*
	1933-34	636	241	2,061	5,152	10,457
Eastern Bengal	*1932-33*	*322*	*153*	*1,086*	*3,079*	*7,797*
	1933-34	361	152	1,069	3,355	8,179
East Indian	*1932-33*	*741*	*237*	*2,229*	*5,176*	*10,959*
	1933-34	759	247	2,333	5,351	11,230
Great Indian Peninsula	*1932-33*	*656*	*232*	*1,927*	*4,841*	*10,152*
	1933-34	701	244	2,071	5,105	10,688
Madras and Southern Mahratta	*1932-33*	*663*	*214*	*1,534*	*4,335*	*8,773*
	1933-34	696	223	1,679	4,600	9,106
Nizam's State	*1932-33*	*661*	*173*	*1,609*	*4,047*	*7,370*
	1933-34	674	170	1,586	4,103	7,613
North Western	*1932-33*	*708*	*228*	*1,676*	*4,507*	*8,324*
	1933-34	727	234	1,663	4,578	8,145
South Indian	*1932-33*	*345*	*118*	*844*	*2,561*	*6,576*
	1933-34	353	126	921	2,761	6,772
Average for 5′ 6″ gauge	*1932-33*	*609*	*216*	*1,827*	*4,556*	*9,588*
	1933-34	637	224	1,927	4,764	9,937
3′ 3⅜″ Gauge.						
Assam Bengal	*1932-33*	*382*	*136*	*623*	*1,817*	*3,231*
	1933-34	415	144	685	1,940	3,370
Bengal and North Western	*1932-33*	*332*	*143*	*781*	*1,796*	*3,685*
	1933-34	329	146	802	1,813	4,023
Bombay, Baroda and Central India	*1932-33*	*670*	*217*	*1,045*	*2,458*	*4,516*
	1933-34	692	232	1,124	2,644	4,942
Burma	*1932-33*	*648*	*188*	*1,094*	*2,722*	*4,509*
	1933-34	720	197	1,163	2,901	4,749
Eastern Bengal	*1932-33*	*565*	*221*	*820*	*2,440*	*487*
	1933-34	544	218	829	2,481	541
Jodhpur	*1932-33*	*628*	*187*	*799*	*1,963*	*3,797*
	1933-34	629	196	700	1,948	3,765
Madras and Southern Mahratta	*1932-33*	*631*	*165*	*767*	*2,214*	*3,133*
	1933-34	623	167	802	2,265	3,248
Nizam's State	*1932-33*	*707*	*170*	*980*	*2,599*	*4,231*
	1933-34	734	162	961	2,524	4,253
Rohilkund and Kumaon	*1932-33*	*314*	*111*	*704*	*1,672*	*3,016*
	1933-34	294	107	672	1,575	3,028
South Indian	*1932-33*	*560*	*156*	*651*	*1,889*	*3,710*
	1933-34	599	160	693	2,012	3,891
Average for 3′ 3⅜″ gauge	*1932-33*	*519*	*172*	*836*	*2,167*	*3,839*
	1933-34	531	177	877	2,256	4,296
2′ 6″ and 2′ 0″ Gauges.						
Bengal Nagpur	*1932-33*	*275*	*115*	*295*	*1,056*	*1,627*
	1933-34	324	124	329	1,159	1,750
Bombay, Baroda and Central India	*1932-33*	*264*	*31*	*56*	*512*	*817*
	1933-34	306	81	205	667	952
Eastern Bengal	*1932-33*	*957*	*34*	*24*	*254*	*363*
	1933-34	961	40	32	181	402
Great Indian Peninsula	*1932-33*	*461*	*107*	*231*	*1,092*	*1,018*
	1933-34	434	99	214	1,044	953
North Western	*1932-33*	*438*	*79*	*183*	*842*	*809*
	1933-34	459	84	195	876	821
South Indian	*1932-33*	*575*	*113*	*241*	*866*	*1,128*
	1933-34	339	110	240	862	1,130

29.—STATEMENT OF PRINCIPAL COMMODITIES CARRIED BY CLASS I RAILWAYS AND THE EARNINGS THEREFROM FOR 1933-34 (IN HUNDREDS).

29.—*Statement of Principal Commodities carried by Class I*

Railway.	I.—Fuel.											
	Coal and Coke and patent fuel.									(4) Oil fuel.		
	(1) For the public.			(2) For foreign railways and Home line constructions.			(3) Total.					
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
1	2	3	4	5	6	7	8	9	10	11	12	13
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,642,0	5,125,9	1,22,74,0	1,188,1	1,259,0	38,23,7	5,830,1	6,384,9	1,60,97,7	4	1,6	26,1
Bombay, Baroda and Central India.	7	748,5	33,12,4	..	19,9	2,16,9	7	768,4	35,29,3	26,2	26,2	5,64,8
Eastern Bengal	4,0	1,158,0	26,63,2	..	99,8	4,32,2	4,0	1,257,8	30,95,4	22,2	22,3	1,24,5
East Indian	7,134,5	7,865,5	3,46,37,6	1,934,6	2,424,4	1,51,77,7	9,069,1	10,289,9	4,98,15,3	8	17,3	2,77,2
Great Indian Peninsula	793,2	1,387,7	53,98,2	4	245,7	12,40,3	793,6	1,633,4	65,48,5	47,3	50,1	10,47,4
Madras and Southern Mahratta.	61,5	188,2	8,45,5	*Nil*	181,5	11,55,1	61,5	369,7	20,00,6	10,1	10,6	2,64,5
Nizam's State	310,9	319,5	14,99,2	242,0	242,0	7,30,2	552,9	561,5	22,29,4	1	1,0	23,3
North Western	59,5	1,003,2	27,93,7	1;0	1,0	2	60,5	1,004,2	27,93,9	33,8	34,2	7,47,6
South Indian	..	7,6	1,63,9	..	..	..	..	7,6	1,63,9	1,4	2,5	1,80,4
Total	13,006,3	17,804,1		3,366,1	4,473,3		16,372,4	22,277,4		142,3	165,8	
3′ 3⅜″ Gauge.												
Assam Bengal	28,0	110,8	3,26,5	2,7	9,0	22,0	30,7	119,8	3,48,5	4,5	8,4	55,0
Bengal and North Western.	9,5	275,8	8,71,3	3	3	1	9	276,1	8,71,4	..	..	..
Bombay, Baroda and Central India.	8	248,0	*	..	67,6	*	8	315,6	*	1	10,1	*
Burma	55,4	55,4	6,32,0	1·0	1,0	5,1	56,4	56,4	6,37,1	17,5	17,5	2,87,0
Eastern Bengal	6	247,4	*	..	79,5	*	6	326,9	*	..	3,5	*
Jodhpur	3	12,6	26,9	..	..	..	3	12,6	26,9	..	5,6	91,4
Madras and Southern Mahratta.	9,6	33,8	*	12,8	45,3	*	22,4	79,1	*	3,6	8,6	*
Nizam's State	1	30,9	*	*Nil*	32,9	*	1	63,8	*	1	1,2	*
Rohilkund and Kumaon	6	28,1	25,8	..	..	..	6	28,1	25,8	..	1	3
South Indian	63,9	66,1	*	..	..	*	63,9	66,1	*	13,0	13,2	*
Total	168,8	1,108,9		16,8	235,6		185,6	1,344,5		38,8	68,2	
2′ 6″ and 2′ 0″ Gauges.												
Bengal Nagpur	47,0	74,2	*	8	9	*	47,8	75,1	*	..	1	*
Bombay, Baroda and Central India.	..	7,5	*	..	..	*	..	7,5	*	..	1	*
Eastern Bengal	..	1	*	..	..	*	..	1	*	..	..	*
Great Indian Peninsula	1	11,2	*	..	..	*	1	11,2	*	6	7	*
North Western	43,7	58,4	*	*Nil*	*Nil*	*Nil*	43,7	58,4	*	3	6	*
South Indian	..	..	*	..	..	*	..	..	*	..	..	*
Total	90,8	151,4		8	9		91,6	152,3		9	1,5	
Total, 1933-34	13,265,9	19,064,4	6,53,80,2	3,383,7	4,709,8	2,28,03,5	16,649,6	23,774,2	8,81,83,7	182,0	235,5	36,89,5
Total 1932-33	12,556,7	17,591,8	5,92,51,0	3,222,9	4,310,7	2,23,96,0	15,779,6	21,902,5	8,16,47,0	150,7	190,3	28,66,0
Increase	709,2	1,472,6	61,29,2	160,8	399,1	4,07,5	870,0	1,871,7	65,36,7	31,3	45,2	8,23,5
Decrease	..	..	..	..	..	..	..	..	..	..	..	..

*Shown under

†In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1933-34. (*In hundreds.*)

Fuel—*contd.*			II.—Heavy Merchandise.						
(5) Firewood and other fuel.			(1) Rice in the husk.			(2) Rice not in the husk.			
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Railway.
14	15	16	17	18	19	20	21	22	23
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
183,3	191,0	5,62,7	43, 3	54,2	2,90,0	477,2	507,7	48,35,8	Bengal Nagpur.
94,1	133,3	4,83,3	6,7	7,7	48,6	95,6	109,3	17,68,5	Bombay, Baroda and Central India.
8,5	41,5	43,4	4[illegible],4	73,9	3,63,0	145,3	174,3	13,03,7	Eastern Bengal.
88,4	107,4	2,71,8	125,7	137,7	4,70,7	427,1	548,9	49,21,5	East Indian.
131,3	144,9	3,05,2	3,5	5,6	46,7	110,8	273,4	22,66,5	Great Indian Peninsula.
72,0	92,2	5,81,1	14,5	18,5	2,22,6	207,1	248,3	43,21,3	Madras and Southern Mahratta.
61,4	61,4	2,19,4	1,6	1,7	19,8	60,2	68,0	8,13,3	Nizam's State.
400,7	403,6	11,98,2	31,5	32,5	1,59,7	210,9	240,4	26,37,9	North Western.
31,7	36,0	3,02,3	7,7	86,3	12,29,1	31,7	103,2	17,64,1	South Indian.
1,4	1,211,3		275,9	418,1		1,765,9	2,273,5		Total.
									3′ 3⅜″ Gauge.
9	9	2,3	43,9	45,2	2,58,9	131,7	145,4	11,06,7	Assam Bengal.
73,7	74,0	1,26,4	26,2	37,2	1,78,4	114,3	296,9	15,01,8	Bengal and North Western.
50,2	63,2	*	2	1,3	*	1,3	76,0	*	Bombay, Baroda and Central India.
58,6	58,6	1,90,1	376,0	376,0	15,22,1	902,6	902,6	66,56,3	Burma.
3	6	*	46,4	48,3	*	73,1	140,2	*	Eastern Bengal.
10,0	11,0	24,2	1,4	1,4	7,8	7,1	15,1	1,18,4	Jodhpur.
92,6	93,1	*	27,1	31,3	*	111,1	188,8	*	Madras and Southern Mahratta.
12,5	12,5	*	2,0	2,0	*	16,2	27,8	*	Nizam's State.
166,6	166,6	3,31,5	6,9	7,0	37,4	5,6	8,7	37,5	Rohilkund and Kumaon.
41,1	44,5	*	155,6	156,2	*	206,3	214,4	*	South Indian.
506,5	525,0		685,7	705,9		1,569,3	2,015,9		Total.
									2′ 6″ and 2′ 0″ Gauges.
31,2	31,4	*	4,3	4,7	*	30,1	42,5	*	Bengal-Nagpur.
18,7	19,4	*	7	8	*	7	10,3	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	2	9,2	*	Great Indian Peninsula.
1,2	10,0	*	7	7	*	21,6	26,9	*	North Western.
4,0	4,0	*	1,3	1,3	*	3	1,5	*	South Indian.
55,1	64,8		7,0	7,5		52,9	90,4		Total.
1,633,0	1,801,1	46,41,9	968,6	1,131,5	48,54,8	3,388,1	4,379,8	3,40,53,3	Total, 1933-34.
1,576,3	1,730,3	45,19,8	852,2	1,019,7	48,14,0	2,759,1	3,707.1	2,97,18,8	Total, 1932-33.
56,7	70,8	1,22,1	116,4	111,8	40,8	629,0	672,7	43,34,5	Increase.
..	..	..	..	..	..	..	..	..	Decrease.

5′ 6″ gauge.

‹ auges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway	(3) Gram and pulse.			(4) Wheat.			(5) Jowar and Bajra.		
	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.
24	25	26	27	28	29	30	31	32	33
	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
5′ 6″ GAUGE.									
Bengal Nagpur	70,4	97,5	12,39,6	29,2	38,5	4,95,7	5	6	5,6
Bombay, Baroda and Central India	54,0	98,8	19,72,8	34,5	106,1	25,26,3	26,8	62,7	12,91,5
Eastern Bengal	24,8	35,1	4,77,0	..	..	..	..	..	..
East Indian	219,5	293,2	24,97,2	206,0	339,9	36,46,2	19,5	34,4	1,93,9
Great Indian Peninsula	234,7	337,0	41,01,2	197,2	231,7	26,08,7	155,6	175,0	16,26,4
Madras and Southern Mahratta	34,9	116,9	16,97,1	5,7	14,5	5,37,7	6,5	11,5	3,57,0
Nizam's State	38,7	104,6	8,95,4	3,9	19,8	3,07,7	15,3	16,1	1,16,5
North Western	369,9	444,3	42,85,4	792,4	875,5	65,49,2	52,5	61,2	6,22,5
South Indian	27,1	54,7	10,82,0	3,3	6,4	99,8	2,7	4,8	54,6
Total	1,073,1	1,582,1		1,272,2	1,632,4		279,4	366,3	
3′ 3⅜″ GAUGE.									
Assam Bengal	5,3	20,9	1,55,7	1,6	5,1	37,0	..	..	
Bengal and North Western	110,7	121,0	7,14,6	128,3	134,6	9,21,1	‡	‡	‡
Bombay, Baroda and Central India	71,0	113,8	*	59,7	144,8	*	22,8	60,4	*
Burma	58,1	58,1	6,90,9	9,6	9,6	1,15,2	1,3	1,3	20,4
Eastern Bengal	12,6	56,7	*	..	..	*	..	..	*
Jodhpur	2,5	38,6	3,24,6	75,8	89,0	4,63,5	2,7	16,2	1,14,0
Madras and Southern Mahratta	30,1	91,5	*	21,3	37,9	*	17,7	53,8	
Nizam's State	22,8	51,8	*	7,7	16,8	*	4,7	5,0	*
Rohilkund and Kumaon	17,1	18,7	74,9	39,9	40,9	1,59,3	5,9	6,6	14,6
South Indian	102,2	111,7	*	6,4	7,3	*	4,5	4,5	*
Total	432,4	682,8		350,3	486,0		59,6	147,8	
2′ 6″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	22,0	26,7	*	9,9	12,9	*	5	5	*
Bombay, Baroda and Central India	2,5	4,4	*	8	3,1	*	9	4,2	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2,9	4.4	*	1	3,3	*	2	3	*
North Western	29,7	35,3	*	18,7	28,7	*	6,6	7,0	*
South Indian	4,5	5,6	*	..	..	*	1,7	1,7	*
Total	61,6	76,4		29,5	48,0		9,9	13,7	
Total, 1933-34	1,567,1	2,341,3	2,02,07,8	1,652,0	2,166,4	1,84,67,4	348,9	527,8	44,17,1
Total, 1932-33	1,608,0	2,354,3	2,04,72,	1,464,2	1,836,5	1,83,94,3	385,2	586,5	48,52,7
Increase	..	..	..	187,8	329,9	73,1	..	..	..
Decrease	40,9	13,0	2,64,7	..	..	..	36,3	58,7	4,35,6

* Shown under

† In these totals consignments passing over two or more

‡ Not recorded.

Railways and the earnings therefrom for the year 1933-34 (In hundreds)—contd.

chandise—*contd.*

(6) Other grains.			(7) Marble and Stone.			(8) Salt.			Railway.
Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	Originating on Home line whether local or Foreign.	† Total.	Earnings.	
34	35	36	37	38	39	40	41	42	43
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
5,4	15,4	1,18,6	54,9	60,4	1,66,8	83,8	128,5	15,55,7	Bengal Nagpur.
14,5	40,2	8,61,5	259,2	284,1	15,94,1	215,4	238,6	46,57,3	Bombay, Baroda and Central India.
14,8	22,0	2,15,2	1,6	31,6	1,16,3	66,4	76,4	8,23,6	Eastern Bengal.
103,1	125,7	8,66,3	418,5	489,0	10,66,5	188,0	282,2	20,92,2	East Indian.
22,5	32,9	2,87,7	178,9	286,2	11,92,9	111,7	263,3	31,25,5	Great Indian Peninsula.
17,9	35,2	4,49,9	34,0	37,1	4,36,8	64,4	72,0	11,35,0	Madras and Southern Mahratta.
8	2,6	33,6	79,3	79,5	3,19,3	1,5	43,7	5,52,3	Nizam's State.
53,6	63,5	4,91,8	472,4	493,2	10,77,5	165,3	190,8	17,47,6	North Western.
3,6	7,6	1,45,7	10,1	12,4	3,88,6	5,2	50,5	11,16,4	South Indian.
236,2	345,1		1,508,9	1,773,5		901,7	1,346,0		Total.
									3′ 3⅜″ Gauge.
1,1	1,2	5,0	71,0	71,1	2,21,4	37,4	40,2	3,01,1	Assam Bengal.
135,0	145,2	8,17,9	7,3	11,0	43,1	7,2	151,1	9,73,9	Bengal and North Western.
30,6	55,2	*	135,7	208,9	*	244,8	318,8	*	Bombay, Baroda and Central India.
6,9	6,9	75,5	219,6	219,6	3,46,4	36,2	36,2	4,91,6	Burma.
7,3	22,5	*	10,0	15,1	*	3,3	60,2	*	Eastern Bengal.
2,4	12,9	82,1	105,4	109,6	3,21,6	29,9	30,5	1,31,9	Jodhpur.
21,7	31,4	*	38,5	46,0	*	8,8	76,6	*	Madras and Southern Mahratta.
7	1,8	*	2	7,0	*	3	22,9	*	Nizam's State.
17,9	18,1	65,0	10,1	11,1	18,7	4	29,1	1,71,9	Rohilkund and Kumaon.
12,7	15,1	*	177,5	178,2	*	130,9	131,2	*	South Indian.
236,3	310,3		775,3	877,6		499,2	896,8		Total.
									2′ 6″ and 2′ 0″ Gauges.
1,5	2,4	*	1,8	3, 4	*	2,4	24,1	*	Bengal Nagpur.
1,2	2,5	*	1,0	6,6	*	..	3,0	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	5	*	3,2	4,1	*	1	3,8	*	Great Indian Peninsula.
1,0	1,8	*	1,8	2,4	*	6	2,9	*	North Western.
1,9	1,9	*	..	1	*	..	3,3	*	South Indian.
5,6	9,1		7,8	16,6		3,1	37,1		Total.
478,1	664,5	45,15,8	2,292,0	2,667,7	73,10,0	1,404,0	2,279,9	1,88,76,0	Total, 1933-34.
498,5	714,9	55,71,5	2,235,1	2,616,3	71,27,7	1,343,8	2,185,8	1,85,87,8	Total, 1932-33.
..	..	..	56,9	51,4	1,82,3	60,2	94,1	2,88,2	Increase.
20,4	50,4	10,55,7	..	..	..	..	..	..	Decrease

5′ 6″ gauge.

gauges or railways are bonsidered as to or more separate consignment.

29.—*Statement of Principal Commodities carried by Class I*

II.—Heavy mer

Railway.	(9) Sugar, refined and unrefined.			(10) Wood, unwrought.			(11) Metallic ores.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
44	45	46	47	48	49	50	51	52	53
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	4,9	28,9	3,91,5	90,8	102,1	6,33,3	1,927,3	1,998,6	43,03,6
Bombay, Baroda and Central India	15,0	41,8	18,69,6	87,7	189,5	11,09,2	9	10,7	65,9
Eastern Bengal	5,8	12,6	2,61,8	16,4	31,8	2,60,5	..	..	..
East Indian	134,4	275,3	27,73,0	141,9	208,8	9,55,5	5	5,1	30,8
Great Indian Peninsula	68,2	142,7	23,68,7	112,4	152,1	7,84,4	4,3	42,3	3,03,4
Madras and Southern Mahratta	16,2	25,8	5,28,7	13,5	47,6	7,45,2	*Nil*	4,0	4,13,2
Nizam's State	3	8,3	1,60,3	24,8	27,2	2,97,9	*Nil*	*Nil*	*Nil*
North Western	111,6	237,4	39,52,2	182,4	233,4	8,74,4	2	3,1	66,0
South Indian	2,9	12,5	3,20,3	53,5	58,3	7,60,3	1,7	1,7	3,3
Total	359,3	785,3		723,4	1,050,8		1,934,9	2,065,5	
3′ 3⅜″ Gauge.									
Assam Bengal	2,5	8,0	55,4	10,9	12,1	65,0	..	..	..
Bengal and North-Western	334,1	335,3	33,01,3	57,1	62,6	3,33,1	†	†	†
Bombay, Baroda and Central India	11,8	119,3	*	4,1	92,2	*	2	3	*
Burma	6,8	6,8	1,29,2	149,0	149,0	7,19,1	115,6	115,6	12,35,8
Eastern Bengal	3,7	28,3	*	27,9	32,0	*	..	..	*
Jodhpur	4	10,7	84,0	1,0	5,3	30,4	..	..	..
Madras and Southern Mahratta	13,0	27,9	*	37,9	60,9	*	102,9	102,9	*
Nizam's State	5	6,6	*	2,4	8,4	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	81,4	83,3	4,77,8	93,9	94,2	3,53,2	..	..	..
South Indian	29,8	30,7	*	40,4	47,2	*	..	..	*
Total	484,0	656,9		424,6	563,9		218,7	218,8	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	7	6,7	*	30,1	31,7	*	69,2	69,2	*
Bombay, Baroda and Central India	5	1,9	*	43,5	46,6	*	9,7	9,7	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	2,8	*	1,8	5,1	*	..	..	*
North Western	2	7,9	*	1,7	3,7	*	2,7	2,7	*
South Indian	..	1	*	3	7	*	..	..	*
Total	1,6	19,4		77,4	85,8		81,6	81,6	
Total, 1933-34	844,9	1,461,6	1,66,73,8	1,225,4	1,700,5	79.21,5	2,235,2	2,365,9	64,22,0
Total, 1932-33	643,5	1,057,7	1, 9,47,2	1,175,4	1,676,3	78,79,4	1,773,9	1,841,4	44,68.1
Increase	201,4	403,9	37,26,6	50,0	24,2	42,1	461,3	524,5	19,53,9
Decrease	..	..	..	..	..	..	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

† Not recorded

***Railways** and the earnings therefrom for the year 1933-34 (In hundreds)* —contd.

chandise—*contd.*

(12) Oil seeds.			(13) Cotton, raw, pressed.			(14) Petrol (in bulk).			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
54	55	56	57	58	59	60	61	62	63
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
97,7	115·4	12,16,4	1,3	13,1	4,73,8	4,5	4,5	1,77,3	Bengal Nagpur.
94,4	180,9	27,66,6	113,2	232,0	65,86,6	9,8	9,8	3,76,8	Bombay, Baroda and Central India.
7,1	19,5	2,43,2	..	1,2	9,8	10,5	32,3	5,72,3	Eastern Bengal.
282,0	474,3	51,29,1	5,6	32,4	7,86,1	3	4,9	2,06,1	East Indian.
373,4	607,0	83,94,2	160,8	271,3	92,27,4	23,0	23,6	7,28,6	Great Indian Peninsula.
175,2	350,4	91,44,9	22,6	40,4	12,99,2	16,0	16,0	7,17,5	Madras and Southern Mahratta.
87,8	132,4	16,62,3	2,8	13,6	10,09,9	*Nil*	4,9	1,28,6	Nizam's State.
313,6	356,1	36,73,5	278,7	311,6	1,34,68,7	26,2	26,3	16,94,5	North Western.
37,3	92,7	22,88,2	16,0	16,8	3,68,2	5,5	7,7	4,38,4	South Indian.
1,468,5	2,328,7		601,6	932,4		95,8	130,0		Total.
									3′ 3⅜″ Gauge.
6,3	8,0	50,1	4	4	3,0	41,0	41,4	6,20,1	Assam Bengal.
167,6	173,0	10,47,9	†	†	†	1,2	7,9	1,93,8	Bengal and North Western.
82,1	192,1	*	77,4	125,7	*	4	1,9	*	Bombay, Baroda and Central India.
29,5	29,5	2,83,7	6,6	6,6	1,25,0	3,5	3,5	2,24,5	Burma.
24,5	34,2	*	1	1	*	..	28,1	*	Eastern Bengal.
30,4	37,6	3,41,5	23,5	30,4	3,74,9	..	1,8	75,4	Jodhpur.
374,5	468,5	*	35,1	43,9	*	8,9	8,9	*	Madras and Southern Mahratta.
135,5	137,9	*	48,8	49,7	*	2	3	*	Nizam's State.
22,4	22,7	1,10,6	2	1,5	5,4	..	1,9	28,6	Rohilkund and Kumaon.
178,1	224,5	*	15,4	22,2	*	16,6	16,6	*	South Indian.
1,050,9	1,328,0		207,5	280,5		71,8	112,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
16,4		*	1,2	1,4	*	..	6	*	Bengal Nagpur.
14,8	17,4	*	17,3	17,7	*	..	..	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
10,2	10,6	*	31,9	32,5	*	..	..	*	Great Indian Peninsula.
7,7	8,9	*	*Nil*	*Nil*	*Nil*	*Nil*	4	*	North Western.
4,8	5,3	*	..	..	*	..	..	*	South Indian.
53,9	60,8		50,4	51,6		..	1,0		Total.
2,573,3	3,717,5	3,63,52,2	858,9	1,264,5	3,37,380	167,6	243,3	64,82,5	Total, 1933-34.
2,043,2	3,021,3	2,87,90,4	699,8	1,023,8	2,6363,6	178,3	225,1	62,85,0	Total, 1932-33.
530,1	696,2	75,61,8	159,1	240,7	774,4	..	18,2	..	Increase.
..	..	..	..	..	..	10,7		1,02,5	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	II. Heavy Merchandise—*concld.* (15) Kerosine oil (in bulk). Originating on Home line whether local or Foreign.	(15) Kerosine oil (in bulk). ‡ Total.	(15) Kerosine oil (in bulk). Earnings.	(16) Molasses (in bulk). Originating on Home line whether local or Foreign.	(16) Molasses (in bulk). ‡ Total.	(16) Molasses (in bulk). Earnings.	(17) Total heavy merchandise. (Items 1 to 16). Originating on Home line whether local or Foreign.	(17) Total heavy merchandise. (Items 1 to 16). ‡ Total.	(17) Total heavy merchandise. (Items 1 to 16). Earnings.
64	65	66	67	68	69	70	71	72	73
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	24,0	27,1	5,59,9	..	1	5	2,915,2	3,192,6	1,64,63,5
Bombay, Baroda and Central India	12,9	12,9	3,21,3	..	1	11,6	1,040,6	1,625,2	2,78,28,2
Eastern Bengal	86,7	86,7	3,89,0	2,9	5,5	29,1	423,7	602,9	50,64,5
East Indian	2	44,3	11,27,5	15,3	16,0	1,49,6	2,287,6	3,312,1	2,69,12,2
Great Indian Peninsula	35,8	37,3	8,69,4	2,5	2,6	18,3	1,795,3	2,884,0	3,79,50,0
Madras and Southern Mahratta	35,4	35,8	6,68,4	*Nil*	*Nil*	*Nil*	663,9	1,074,0	2,26,74,5
Nizam's State	*Nil*	4,3	66,5	*Nil*	1,4	21,2	317,0	528,1	64,04,6
North Western	17,6	19,0	5,81,7	7	7	5,3	3,078,6	3,589,0	4,18,87,9
South Indian	8,4	13,2	5,75,1	..	..	..	216,7	528,8	1,06,34,1
Total	221,0	280,6		21,4	26,4		12,738,6	17,336,7	
3′ 3⅜″ Gauge.									
Assam Bengal	21,1	23,1	2,63,0	5	5	4,3	374,7	422,6	31,46,8
Bengal and North Western	15,5	50,5	5,21,9	22,7	23,4	1,33,3	1,127,2	1,549,7	1,06,82,1
Bombay, Baroda and Central India	1	3,8	*	4	1,2	*	742,6	1,515,7	*
Burma	8	8	7,8	*Nil*	*Nil*	*Nil*	1,922,1	1,922,1	1,26,43,5
Eastern Bengal	..	13,6	*	..	..	*	208,9	479,3	*
Jodhpur	..	8	19,2	..	..	..	282,5	399,9	24,89,3
Madras and Southern Mahratta	16,8	16,8	*	*Nil*	*Nil*	*Nil*	865,4	1,287,1	*
Nizam's State	2	1,6	*	1	5	*	242,3	340,1	*
Rohilkund and Kumaon	1	2	1,8	..	..	..	301,8	344,0	15,56,7
South Indian	44,4	44,4	*	*Ni*	*Nil*	*Nil*	1,120,8	1,204,2	*
Total	99,0	155,6		23,7	25,6		7,188,3	9,464,7	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	..	3,3	*	..	..	*	190,1	248,7	*
Bombay, Baroda and Central India	..	..	*	..	..	*	93,6	128,2	*
Eastern Bengal	..	..	*	..	..	*	..	..	
Great Indian Peninsula	..	..	*	..	..	*	50,8	74,6	*
North Western	*Nil*	1	*	*Nil*	*Nil*	*Nil*	93,0	129,4	*
South Indian	..	..	*	..	..	*	14,8	21,5	*
Total	..	3,4		..	..		442,3	602,4	
Total, 1933-34	320,0	439,6	59,72,5	45,1	52,0	3,73,2	20,369,2	27,403,8	22,63,37,9
Total, 1932-33	309,6	415,2	57,57,4	38,6	45,9	4,14,2	18,008,4	24,327,8	20,24,44,6
Increase	10,4	24,4	2,15,1	6,5	6,1	..	2,360,8	3,076,0	2,38,93,3
Decrease	..	..	..	..	..	41,0	..	..	..

*Shown under

‡ In these totals consignments passing over two or more

†Not recorded.

Railways and the earnings therefrom for the year 1933-34. (*In hundreds*)—contd.

III. Light Merchandise.

(1) Cotton, raw unpressed.			(2) Cotton, manufactured.			(3) Fodder.			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
74	75	76	77	78	79	80	81	82	83
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
2	5	8,7	17,7	75,9	16,36,5	65,0	76,4	3,22,9	Bengal Nagpur.
5,7	8,6	2,01,6	106,9	115,6	71,88,1	145,4	156,3	10,06,4	Bombay, Baroda and Central India.
7	2,7	33,1	21,4	23,1	5,66,2	27,1	36,4	1,36,1	Eastern Bengal.
7,1	8,4	1,18,9	74,4	103,0	21,81,4	156,5	182,2	6,83,8	East Indian.
7,3	8,0	77,9	124,5	178,1	44,60,2	122,1	152,9	9,42,4	Great Indian Peninsula.
2,1	3,3	2,16,2	24,8	55,6	14,95,2	17,9	52,2	4,76,2	Madras and Southern Mahratta.
1,1	1,2	20,2	1,8	16,2	4,24,3	5,5	8,3	72,2	Nizam's State.
63,3	64,7	5,73,1	56,6	104,1	30,91,0	84,0	143,1	6,03,0	North Western.
11,6	12,7	3,16,4	20,5	30,0	9,79,4	6,5	12,8	1,92,8	South Indian.
99,1	110,1		448,6	701,6		630,0	820,6		Total.
									3′ 3⅜″ Gauge.
4,5	4,5	73,4	1,6	8,1	97,3	7,6	8,3	31,1	Assam Bengal.
†	†	†	25,3	51,8	9,88,0	31,3	32,4	1,59,1	Bengal and North Western.
8,2	12,4	*	75,4	112,1	*	14,2	24,5	*	Bombay, Baroda and Central India.
23,4	23,4	1,08,0	16,2	16,2	4,25,1	84,8	84,8	4,66,1	Burma.
6	9	*	9	14,9	*	7,8	13,5	*	Eastern Bengal.
37,4	37,7	2,73,7	1,2	11,8	1,76,8	4,5	6,7	31,2	Jodhpur.
14,5	16,7	*	15,4	32,7	*	52,8	61,8	*	Madras and Southern Mahratta
8	8	*	3,9	8,0	*	2,9	3,0	*	Nizam's State.
1	2	2,8	2,5	11,3	92,3	4,2	4,5	18,9	Rohilkund and Kumaon.
15,6	20,7		37,4	45,3	*	23,3	25,9	*	South Indian.
105,1	117,3		179,8	312,2		233,4	265,4		Total.
									2′ 6″ and 2′ 0″ Gauges.
1	1	*	2,1	7,0	*	3,3	4,1	*	Bengal Nagpur.
1,0	2,1	*	1	9	*	1,2	1,5	*	Bombay, Baroda and Central India.
..	..	*	..	1	*	..	..	*	Eastern Bengal.
2	2	*	5	2,3	*	1,3	4,2	*	Great Indian Peninsula.
Nil	1	*	1	3,4	*	2,8	4,7	*	North Western.
..	..	*	..	3	*	6	6	*	South Indian.
1,3	2,5		2,8	14,0		9,2	15,1		Total.
205,5	229,9	20,24,0	631,2	1,027,8	2,38,01,8	872,6	1,101,1	51,42,2	Total, 1933-34.
143,3	159,3	13,33,7	618,2	1,005,9	2,42,30,2	865,0	1,100,8	54,44,8	Total, 1932-33
62,2	70,6	6,90,3	13,0	21,9	..	7,6	3	..	Increase.
..	..	..	..	..	4,28,4	..	..	3,02,6	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

III. Light

Railway.	(4) Fruits and vegetables, fresh.			(5) Gur, Jagree, Molasses, etc. (Not in bulk).			(6) Jute, raw.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
84	85	86	87	88	89	90	91	92	93
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal Nagpur	18,2	44,6	6,96,8	3,0	24,3	3,49,1	10,3	30,5	2,93,9
Bombay, Baroda and Central India	31,6	47,2	10,19,2	5,0	61,6	24,99,8	..	..	..
Eastern Bengal	43,8	71,5	6,07,1	7,0	11,9	2,85,2	329,3	771,0	1,13,61,9
East Indian	435,4	493,9	17,30,0	190,1	209,2	17,02,5	33,1	67,4	4,63,5
Great Indian Peninsula	78,9	111,5	11,55,8	32,0	146,0	15,50,3	..	..	..
Madras and Southern Mahratta	62,1	95,5	11,88,6	43,3	57,6	10,67,1	..	..	..
Nizam's State	2,1	11,7	1,98,1	5	5,1	1,07,2	1	1	1,0
North Western	150,6	240,1	16,12,1	152,8	220,2	20,32,8	1	3	3,7
South Indian	49,9	54,1	10,13,9	7,2	9,4	3,63,8	..	..	8
Total	872,6	1,170,1		440,9	745,3		372,9	869,3	
3′ 3⅜″ Gauge.									
Assam Bengal	23,4	28,7	1,80,2	3,5	9,1	48,8	149,7	156,6	8,12,1
Bengal and North Western	1,190,2	1,200,4	15,41,8	87,7	101,7	7,02,3	†	†	†
Bombay, Baroda and Central India	46,6	64,4	*	5,1	177,3	*	..	..	*
Burma	148,0	148,0	14,38,8	26,6	26,6	3,38,5	*Nil*	*Nil*	*Nil*
Eastern Bengal	23,4	72,5	*	2,5	33,3	*	468,6	497,3	*
Jodhpur	2,4	7,8	49,7	6	15,0	1,43,2	..	1	2
Madras and Southern Mahratta	30,5	38,7	*	75,5	83,3	*	..	..	*
Nizam's State	3,1	4,8	*	2,4	7,5	*	*Nil*	*Nil*	*Nil*
Rohilkund and Kumaon	273,6	285,9	3,20,1	92,5	92,7	5,62,5	..	..	..
South Indian	82,1	100,5	*	26,1	31,0	*	1	1	*
Total	1,823,3	1,951,7		322,5	577,5		618,4	654,1	
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	1,2	2,8	*	5	4,2	*	..	..	*
Bombay, Baroda and Central India	1,9	2,6	*	2	2,7	*	..	..	*
Eastern Bengal	..	..	*	..	..	*	..	..	*
Great Indian Peninsula	2	5	*	12,2	14,9	*	..	..	*
North Western	11,1	13,4	*	7	4,3	*	*Nil*	*Nil*	*Nil*
South Indian	3	1,0	*	4	5	*	..	..	*
Total	14,7	20,3		14,0	26,6		..	..	
Total, 1933-34	2,710,6	3,142,1	1,27,52,2	777,4	1,349,4	1,17,53,1	991,3	1,523,4	1,29,37,1
Total, 1932-33	1,937,8	2,250,0	1,15,07,9	850,2	1,459,0	1,34,83,7	811,2	1,287,4	1,12,06,2
Increase	772,8	892,1	12,44,3	..	..	..	180,1	236,0	17,30,9
Decrease	..	..	..	72,8	109,6	17,30,6	..	..	..

* Shown under
‡ In these totals consignments passing over two or more.
† Not recorded.

Railways and the earnings therefrom for the year 1933-34. (In hundreds)—contd.

Merchandise—*contd.*						
(7) Iron and Steel, wrought.			(8) Kerosine oil in tins.			
Originating on Home line whether local or Foreign. 94	‡ Total. 95	Earnings. 96	Originating on Home line whether local or Foreign. 97	‡ Total. 98	Earnings. 99	Railway. 100
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
553,6	574,0	32,36,3	18,2	22,8	3,81,8	Bengal-Nagpur.
79,0	101,6	27,91,2	50,3	50,4	10,83,6	Bombay, Baroda and Central India.
33,4	87,9	7,45,7	70,0	71,1	7,24,4	Eastern Bengal.
197,6	340,8	44,16,8	10,1	60,6	10,55,1	East Indian.
117,5	244,7	31,49,6	60,9	62,1	12,81,3	Great Indian Peninsula.
54,0	109,8	16,74,3	34,0	35,5	7,64,4	Madras and Southern Mahratta.
2,9	27,5	3,84,0	4	5,3	1,11,8	Nizam's State.
112,8	174,2	34,39,3	45,1	45,7	11,52,2	North Western.
5,4	22,0	5,68,9	4,0	18,2	3,85,5	South Indian.
1,156,2	1,682,5		293,0	371,7		Total.
						3′ 3½″ Gauge.
16,4	24,0	3,21,5	78,4	82,5	10,56,1	Assam Bengal.
26,7	83,6	8,52,0	2,4	12,3	1,15,3	Bengal and North Western.
14,9	78,7	*	2,1	23,6	*	Bombay, Baroda and Central India.
24,3	24,3	2,94,6	25,7	25,7	3,28,8	Burma.
4,5	27,3	*	6,6	41,3	*	Eastern Bengal.
1,5	11,8	1,55,7	2	6,3	1,31,5	Jodhpur.
14,3	58,7	*	24,7	32,5	*	Madras and Southern Mahratta.
3,5	11,8	*	5	4,8	*	Nizam's State.
3,6	17,3	96,4	2,5	6,0	32,2	Rohilkund and Kumaon
30,9	37,6	*	33,7	33,7	*	South Indian.
140,6	375,1		176,8	268,7		Total.
						2′ 6″ and 2′ 0″ Gauges.
1,8	5,5	*	1,3	4,5	*	Bengal-Nagpur.
6	3,4	*	3	2,6	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	Eastern Bengal.
1,6	4,3	*	1,9	5,0	*	Great Indian Peninsula.
1,1	3,7	*	1	2,1	*	North Western.
2	5	*	1	1,2	*	South Indian.
5,3	17,4		3,7	15,4		Total.
1,302,1	2,075,0	2,21,26,3	473,5	655,8	86,04,0	Total, 1933-34.
1,145,8	1,836,0	1,99,62,9	438,9	607,8	80,22,5	Total, 1932-33.
156,3	239,0	21,63,4	3,46	48,0	5,81,5	Increase.
..	..	..	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	III.—Light					
	(9) Petrol in tins.			(10) Tobacco.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
101	102	103	104	105	106	107
5′ 6″ GAUGE.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	2,3	2,6	39,6	11,1	31,9	7,14,6
Bombay, Baroda and Central India	5,8	5,9	1,89,4	36,9	39,3	10,31,1
Eastern Bengal	1,9	7,1	1,14,6	10,2	25,7	6,86,6
East Indian	3,9	12,7	3,67,5	26,2	49,2	9,56,1
Great Indian Peninsula	6,3	7,2	1,61,4	9,8	36,2	8,09,8
Madras and Southern Mahratta	5,7	5,9	1,68,5	30,7	50,6	11,49,1
Nizam's State	5	8	31,5	1,0	6,0	1,65,9
North Western	9,4	9,7	3,48,5	20,9	30,9	6,77,5
South Indian	1,7	1,9	80,8	17,8	20,4	4,61,3
Total	37,5	53,8		164,6	290,2	
3′3½″ GAUGE.						
Assam Bengal	2,3	2,3	29,2	3,0	9,8	1,31,4
Bengal and North Western	6	6	6,7	35,4	37,6	5,24,8
Bombay, Baroda and Central India	3,0	5,0	*	8,0	22,8	*
Burma	5,3	5,3	1,34,9	15,5	15,5	1,85,5
Eastern Bengal	5	5,5	*	20,7	35,6	*
Jodhpur	1	1,0	34,7	5	3,9	66,7
Madras and Southern Mahratta	2,4	4,2	*	25,0	29,5	*
Nizam's State	1	1,0	*	1,7	3,0	*
Rohilkund and Kumaon	5	5	4,5	2,1	3,1	31,0
South Indian	5,1	5,5	*	9,8	18,8	*
Total	19,9	30,9		121,7	179,6	
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	4	8	*	1,4	5,1	*
Bombay, Baroda and Central India	..	2	*	1	3	*
Eastern Bengal	..	..	*	..	2	*
Great Indian Peninsula	1	2	*	...	5	*
North Western	8	1,4	*	1	1,2	*
South Indian	..	1	*	1	1,0	*
Total	1,3	2,7		1,7	8,3	
Total, 1933-34	58,7	87,4	17,11,8	288,0	478,1	75,91,4
Total, 1932-33	63,0	98,1	16,67,1	277,8	461,1	72,69,5
Increase	..	..	44,7	10,2	17,0	3,21,9
Decrease	4,3	10,7	..	..	..	..

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1933-34. (*In hundreds*)—contd.

Merchandise—*concld.*

(11) Provisions.			(12) Manures (all kinds).			(13) Total light merchandise. (Items 1 to 12.)			Railway.
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
108	109	110	111	112	113	114	115	116	117
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ GAUGE.
77,0	130,0	20,89,1	11,0	12,5	54,8	787,6	1,026,0	98,24,1	Bengal-Nagpur.
75,8	110,5	27,59,7	..	..	..	542,4	697,0	1,97,70,1	Bombay, Baroda and Central India.
36,3	92,9	24,14,3	7,0	7,8	52,7	588,1	1,209,1	1,77,27,9	Eastern Bengal.
83,3	138,7	32,07,7	15,8	20,6	1,36,3	1,233,5	1,686,7	1,70,19,6	East Indian.
130,1	225,6	40,57,3	9,1	33,8	1,36,6	698,5	1,206,1	1,77,82,6	Great Indian Peninsula.
72,0	138,3	28,07,6	18,1	20,4	86,3	364,7	624,7	1,10,93,5	Madras and Southern Mahratta.
10,1	33,6	5,91,8	16,2	22,0	1,51,8	42,2	137,8	22,59,8	Nizam's State.
73,0	97,1	30,23,9	4,6	4,8	19,6	773,2	1,134,9	1,65,76,7	North Western.
80,8	117,1	28,44,4	9,0	20,0	2,18,8	214,4	318,6	74,26,8	South Indian.
638,4	1,083,8		90,8	141,9		5,244,6	8,040,9		Total.
									3′ 3⅜″ GAUGE.
21,6	41,6	4,03,1	8,8	15,4	1,70,2	320,8	390,9	33,54,4	Assam Bengal.
65,3	80,4	9,54,1	3,7	4,7	28,7	1,468,6	1,605,5	58,72,8	Bengal and North Western.
23,3	71,3	*	..	..	*	200,8	592,1	*	Bombay, Baroda and Central India.
84,2	84,2	19,64,7	2,2	2,2	8,2	456,2	456,2	56,93,2	Burma.
33,9	102,8	*	5	7,0	*	570,5	851,9	*	Eastern Bengal.
4,2	15,3	2,01,8	3	3	6	52,9	117,7	12,65,8	Jodhpur.
64,5	112,2	*	1,9	4,8	*	321,5	475,1	*	Madras and Southern Mahratta.
4,7	13,1	*	8,6	8,7	*	32,2	66,5	*	Nizam's State.
4,4	7,8	60,5	4	4	1,3	386,4	429,7	12,22,5	Rohilkund and Kumaon.
112,4	157,4	*	24,4	39,7	*	400,9	516,2	*	South Indian.
418,5	686,1		50,8	83,2		4,210,8	5,501,8		Total.
									2′ 6″ AND 2′ 0″ GAUGES.
8,2	14,8	*	1	3	*	20,4	49,2	*	Bengal-Nagpur.
3,9	6,3	*	..	..	*	9,3	22,6	*	Bombay, Baroda and Central India.
1,7	1,7	*	..	..	*	1,7	2,0	*	Eastern Bengal.
1,0	4,8	*	..	2,8	*	19,0	39,7	*	Great Indian Peninsula.
3,2	5,8	*	*Nil*	*Nil*	*Nil*	20,0	40,1	*	North Western.
6,8	9,1	*	6	6	*	9,1	14,9	*	South Indian.
24,8	42,5		7	3,7		79,5	168,5		Total.
1,081,7	1,812,4	2,73,80,0	142,3	228,8	10,65,9	9,534,9	13,711,2	13,68,89,8	Total, 1933-34.
1,124,7	1,828,5	2,76,36,8	150,9	227,2	10,69,4	8,426,8	12,321,1	13,28,34,7	Total, 1932-33.
..	..	..	..	1,6	..	1,10,1	1,390,1	40.55,1	Increase.
43,0	16,1	2,56,8	8,6	..	3,5	..	..	..	Decrease.

5′ 6″ gauge.
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by Class I*

Railway.	IV.—Other Commodities.			V.—Total (General Merchandise) (Heads II, III and IV.)			VI.—Military Traffic.		
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
118	119	120	121	122	123	124	125	126	127
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	1,182,6	1,324,8	85,28,9	4,885,4	5,543,4	3,48,16,5	1,3	3,1	41,2
Bombay, Baroda and Central India.	667,2	809,6	1,18,68,2	2,250,2	3,131,8	5,94,66,5	1,0	1,5	63,2
Eastern Bengal	253,7	410,5	24,78,5	1,265,5	2,222,5	2,52,70,9	4,9	6,2	25,7
East Indian	1,513,8	1,999,2	1,69,67,4	5,034,9	6,998,0	6,08,99,2	51,9	73,1	5,31,7
Great Indian Peninsula	1,527,9	1,775,0	1,38,60,8	4,021,7	5,865,1	6,95,93,4	35,4	60,4	6,11,0
Madras and Southern Mahratta	281,1	534,4	84,09,9	1,309,7	2,233,1	4,21,77,9	1,5	5,3	66,3
Nizam's State	48,9	117,9	17,47,2	408,1	783,8	1,04,11,6	1,0	10,7	65,1
North Western	1,297,7	1,582,3	2,01,26,6	5,149,5	6,306,2	7,85,91,2	187,1	220,7	13,16,8
South Indian	126,0	265,8	50,76,4	557,1	1,113,2	2,31,37,3	3	1,6	27,8
Total	6,898,9	8,819,5		24,882,1	34,197,1		284,4	382,6	
3′ 3½″ Gauge.									
Assam Bengal	124,0	154,0	23,22,7	819,5	967,5	88,23,9	1,0	2,1	6,0
Bengal and North Western	228,0	373,8	26,61,4	2,823,8	3,529,0	1,92,16,3	6,8	6,9	25,1
Bombay, Baroda and Central India.	174,5	433,8	*	1,117,9	2,541,6	*	1,2	7,7	*
Burma	399,6	399,6	41,71,9	2,777,9	2,777,9	2,25,08,6	7,5	7,5	40,3
Eastern Bengal	49,1	121,0	*	828,5	1,452,2	*	1	1,9	*
Jodhpur	48,2	83,2	8,83,8	383,6	600,8	46,38,9	..	6	8,3
Madras and Southern Mahratta	193,8	315,5	*	1,380,7	2,077,7	*	9	3,5	*
Nizam's State	32,4	53,9	*	306,9	460,5	*	2,1	3,8	*
Rohilkund and Kumaon	67,1	106,4	4,94,8	755,3	880,1	32,74,0	7,1	7,7	30,3
South Indian	267,9	348,1	*	1,789,6	2,068,5	*	3	1,2	*
Total	1,584,6	2,389,3		12,983,7	17,355,8		27,0	42,9	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	71,2	91,3	*	281,7	389,2	*	..	4	*
Bombay, Baroda and Central India.	22,1	30,4	*	125,0	181,2	*	..	..	*
Eastern Bengal	1	2	*	1,8	2,2	*	2	2	*
Great Indian Peninsula	2,9	10,5	*	72,7	124,8	*	..	..	*
North Western	43,4	83,4	*	156,4	252,9	*	8,8	24,3	*
South Indian	2,4	4,2	*	26,3	40,6	*	..	..	*
Total	142,1	220,0		663,9	990,9		9,0	24,9	
Total, 1933-34	8,625,6	11,428,8	9,95,98,5	38,529,7	52,543,8	46,28,26,2	320,4	450,4	28,58,8
Total, 1932-33	7,246,6	9,914,3	9,03,43,4	33,681,8	46,563,2	42,56,22,7	344,5	484,9	30,56,4
Increase	1,379,0	1,514,5	92,55,1	4,847,9	5,980,6	3,72,03,5	..	..	..
Decrease	..	..	..	..	..	..	24,1	34,5	1,97,6

* Shown under

‡ In these totals consignments passing over two or more

Railways and the earnings therefrom for the year 1933-34. (*In hundreds*)—contd.

VII.—Live Stock.			VIII.—Railway Materials.			IX—Materials and Stores on Revenue Account. (1) Fuel.			Railways
Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	
128	129	130	131	132	133	134	135	136	137
Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	5′ 6″ Gauge.
5,8	6,6	80,6	149,0	163,1	5,02,9	699,5	700,9	17,30,3	Bengal-Nagpur.
29,9	44,3	20,08,2	163,3	166,5	1,85,2	14,2	174,2	9,41,0	Bombay, Baroda and Central India.
1,0	1,1	42,6	80,9	86,2	2,10,5	4,8	247,9	6,44,2	Eastern Bengal.
23,1	34,8	13,89,7	866,7	878,4	12,55,3	1,466,9	1,466,9	48,81,6	East Indian.
18,6	20,2	3,72,5	418,2	436,5	4,52,8	403,8	766,2	30,45,2	Great Indian Peninsula.
5,5	5,8	2,10,4	27,1	57,1	2,43,6	9,4	395,1	17,91,1	Madras and Southern Mahratta.
1	3	22,9	73,0	81,7	1,19,0	139,8	139,8	3,18,2	Nizam's State.
26,9	27,4	3,79,3	1,585,3	1,585,8	8,13,4	34,2	949,6	39,66,5	North Western.
1,3	2,1	85,4	51,4	55,6	79,3	20,7	89,4	4,80,0	South Indian.
112,2	142,6		3,414,9	3,510,9		2,793,3	4,930,0		Total
									3′ 3⅜″ Gauge.
1,1	1,2	22,6	199,8	204,0	1,53,0	15,2	88,0	1,64,1	Assam Bengal.
5,1	6,1	1,00,0	54.8	57,3	74,9	39,5	249,8	5,34,2	Bengal and North Western.
21,4	25,0	*	20,1	29,5	*	7,8	193,4	*	Bombay, Baroda and Central India.
8,0	8,0	2,86,2	170,8	170,8	1,74,2	198,4	198,4	5,12,3	Burma.
4	2,3	*	45,7	55,0	*	8,0	93,0	*	Eastern Bengal.
9	1,0	14,4	82,2	87,8	55,0	2,2	45,9	1,16,9	Jodhpur.
4,0	4,3	*	18,6	32,9	*	156,1	158,6	*	Madras and Southern Mahratta.
6	6	*	36,3	38,2	*	2	35,0	*	Nizam's State.
2	3	4,8	41,8	42,6	1,16,8	41,6	41,6	13,7	Rohilkund and Kumaon.
2,1	2,4	*	216,9	219,4	*	125,2	172,6	*	South Indian.
43,8	51,2		887,0	937,5		594,2	1,276,3		Total.
									2′ 6″ and 2′ 0″ Gauges.
..	..	*	10,5	10,5	*	48,5	48,9	*	Bengal-Nagpur.
1	1	*	9	1,3	*	3	6	*	Bombay, Baroda and Central India.
..	..	*	..	..	*	..	..	*	Eastern Bengal.
..	..	*	..	..	*	..	..	*	Great Indian Peninsula.
3	4	*	19,7	23,2	*	17,4	17,5	*	North Western.
..	..	*	4	4	*	1	1	*	South Indian.
4	5		31,5	35,4		66,3	67,1		Total.
156,4	194,3	50,19 6	4,333,4	4,483,8	44,35,9	3,453,8	6,273,4	1,91,39,3	Total, 1933-34.
163,4	202,5	52,23,2	4,838,8	4,996,7	51,58,3	3,426,9	6,101,6	1,82,19,2	Total, 1932-33.
..	..	..	..	..	..	26,9	171,8	9,20,1	Increase.
7,0	8,2	2,03,6	505,4	512,9	7,22,4	..	..	..	Decrease.

5′ 6″ gauge
gauges or railways are considered as two or more separate consignments.

29.—*Statement of Principal Commodities carried by* ***Class I Railways*** *and the earnings therefrom for the year 1933-34. (In hundreds)*—concld.

Railway.	IX.—Materials and Stores on Revenue Account—*concld.*						X.—Total—All Commodities. [Heads I (3) to (5), and V to IX.]		
	(2) General Stores and materials.			(3) Total.					
	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.	Originating on Home line whether local or Foreign.	‡ Total.	Earnings.
138	139	140	141	142	143	144	145	146	147
5′ 6″ Gauge.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.	Tons.	Tons.	Rs.
Bengal-Nagpur	592,8	595,5	4,25,3	1,292,3	1,296,4	21,55,6	12,347,6	13,590,1	5,42,83,3
Bombay, Baroda and Central India.	286,1	292,4	5,01,8	300,3	466,6	14,42,8	2,865,7	4,738,6	6,77,43,3
Eastern Bengal	487,4	512,2	6,50,5	492,2	760,1	12,94,7	1,879,2	4,397,7	3,01,07,7
East Indian	994,3	1,058,6	10,55,4	2,461,2	2,525,5	59,37,0	17,596,1	20,924,4	12,03,77,2
Great Indian Peninsula	758,7	758,7	5,22,9	1,162,5	1,524,9	35,68,1	6,628,6	9,735,5	8,24,98,9
Madras and Southern Mahratta	312,5	314,9	2,95,4	321,9	710,0	20,86,5	1,809,3	3,483,8	4,76,30,9
Nizam's State	54,6	54,9	79,3	194,4	194,7	3,97,5	1,291,0	1,695,1	1,34,88,2
North Western	1,290,6	1,318,6	11,22,6	1,324,8	2,268,2	50,89,1	8,768,6	11,850,3	9,09,29,5
South Indian	303,3	311,2	2,65,6	324,0	400,6	7,45,6	967,2	1,619,2	2,47,22,0
Total	5,080,3	5,217,0		7,873,6	10,147,0		54,153,3	72,034,7	
3′ 3½″ Gauge.									
Assam Bengal	118,4	122,6	1,58,5	133,6	210,6	3,22,6	1,191,1	1,514,5	97,33,9
Bengal and North Western	173,2	184,5	2,11,2	212,7	434,3	7,45,4	3,186,7	4,383,7	2,11,59,5
Bombay, Baroda and Central India.	187,3	195,7	*	195,1	389,1	*	1,406,8	3,381,8	*
Burma	725,6	725,6	5,05,4	924,0	924,0	10,17,7	4,020,7	4,020,7	2,51,41,2
Eastern Bengal	86,9	96,4	*	94,9	189,4	*	969,6	2,031,8	*
Jodhpur	109,3	110,9	47,6	111,5	156,8	1,64,5	588,5	876,2	50,23,6
Madras and Southern Mahratta	110,3	113,3	*	266,4	271,9	*	1,789,2	2,571,1	*
Nizam's State	67,9	68,6	*	68,1	103,6	*	426,7	684,2	*
Rohilkund and Kumaon	70,0	70,0	33,8	111,6	111,6	47,5	1,083,2	1,237,1	38,31,0
South Indian	743,3	754,3	*	868,5	926,9	*	2,995,4	3,342,2	*
Total	2,391,3	2,441,9		2,985,5	3,718,2		17,657,9	24,043,3	
2′ 6″ and 2′ 0″ Gauges.									
Bengal-Nagpur	137,4	141,4	*	185,9	190,3	*	557,1	697,0	*
Bombay, Baroda and Central India.	14,8	15,7	*	15,1	16,3	*	159,8	225,9	*
Eastern Bengal	1	1	*	1	1	*	2,1	2,6	*
Great Indian Peninsula	21,6	21,6	*	21,6	21,6	*	95,0	158,3	*
North Western	46,5	52,7	*	63,9	70,2	*	294,3	440,0	*
South Indian	1,1	1,6	*	1,2	1,7	*	31,9	46,7	*
Total	221,5	233,1		287,8	300,2		1,140,2	1,570,5	
Total, 1933-34	7,693,1	7,892,0	58,75,3	11,146,9	14,165,4	2,50,14,6	72,951,4	97,648,5	59,66,70,2
Total, 1932-33	7,200,5	7,411,0	54,08,8	10,627,4	13,512,6	2,36,28,0	67,162,5	89,583,0	55,17,21,4
Increase	492,6	481,0	4,66,5	519,5	652,8	13,86,6	5,788,9	8,065,5	4,49,48,8
Decrease	..	..	..	..	..	..	..	..	..

* Shown under 5′ 6″ gauge.

‡ In these total consignments passing over two or more gauges or railways are considered as two or more separate consignments.

30.—ANALYSIS OF OPERATING EXPENSES OF CLASS I RAILWAYS FOR THE YEAR 1933-34.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A I (1).—ADMINISTRATIVE AND EXECUTIVE OFFICERS.			*A. I (2).—SUBORDINATE SUPERVISING STAFF.			*A. I (3).—OFFICE STAFF.		
	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.
1	2	3	4	5	6	7	8	9	10
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	Rs.		Rs.	Rs.	
Bengal-Nagpur	8,70,778	332·2	1·79	6,23,650	237·9	1·28	5,79,804	221·2	1·19
Bombay, Baroda and Central India	3,63,156	216·5	1·03	3,51,111	209·4	1·00	3,94,629	235·3	1·12
Eastern Bengal	2,65,234	192·3	0·91	2,36,618	171·6	0·81	2,06,427	149·7	0·70
East Indian	9,80,520	153·5	0·84	10,84,937	169·9	0·93	9,31,171	145·8	0·80
Great Indian Peninsula	9,91,736	210·2	1·07	7,92,024	167·9	0·85	7,95,367	168·6	0·85
Madras and Southern Mahratta	2,95,937	195·7	1·20	2,12,806	140·7	0·86	2,28,590	151·1	0·92
Nizam's State	1,20,680	204·2	1·75	80,777	136·7	1·17	73,600	124·5	1·07
North Western	10,77,698	133·6	0·90	13,34,052	165·4	1·16	8,77,998	108·9	0·76
South Indian	1,26,196	179·1	1·40	1,04,485	148·3	1·16	1,05,312	149·5	1·16
3′ 3½″ GAUGE.									
Assam-Bengal	2,93,202	338·0	2·26	1,43,997	166·0	1·11	1,49,278	172·1	1·15
Bengal and North Western	‡	‡	‡	‡	‡	‡	‡	‡	‡
Bombay, Baroda and Central India	3,04,515	190·7	1·13	3,06,807	192·2	1·14	3,05,453	191·3	1·13
Burma	3,73,700	209·9	1·32	3,92,390	220·4	1·40	3,01,826	169·5	1·07
Eastern Bengal	1,26,991	139·6	0·88	1,48,534	163·3	1·03	2,26,349	248·8	1·57
Jodhpur	88,645	135·4	1·66	43,065	65·8	0·80	43,754	66·8	0·82
Madras and Southern Mahratta	2,92,375	170·3	1·59	2,34,754	136·7	1·28	1,77,177	103·2	0·96
Nizam's State	1,01,214	228·5	1·96	68,550	154·8	1·34	56,589	128·5	1·10
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	‡	‡	‡
South Indian	4,00,151	224·5	1·81	3,01,892	169·4	1·36	2,81,696	158·0	1·27
2′ 0″ AND 2′ 0″ GAUGES.									
Bengal Nagpur	76,645	122·5	1·92	94,357	150·8	2·37	54,546	87·2	1·37
Bombay, Baroda and Central India	13,178	92·3	1·81	10,803	75·5	1·48	7,541	52·7	1·04
Eastern Bengal	787	29·7	0·61	191	7·21	0·15	865	32·6	0·66
Great Indian Peninsula	(a)1,182	(a)44·6	(a)1·16	(a) 2,138	(a) 80·7	(a) 2·10	(a) 1,594	(a) 60·2	(a) 1·57
North Western	1,05,286	182·5	1·77	1,10,026	190·7	1·85	85,763	148·6	1·44
South Indian	19,444	317·4	5·22	9,369	152·9	2·52	13,576	221·6	3·64

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
(a) Figures for Darwha-Pusad Railway only.

Class I Railways for the year 1933-34.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS.

A.I.—Administration—Total.			A.II-1(*a*)—Track—Ordinary repairs and maintenance.			†A. II-1 (*b*) and A. II 3.—Bridges, tunnels and conservancy of rivers. *A. II-1(*c*).—Bridges—ordinary repairs and maintenance.			*A. II-1 (*d*).—Service buildings, ordinary repairs and maintenance.			Railway.
Total amount.	† Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	† Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per 100 lineal feet of opening per track.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	
11	12	13	14	15	16	17	18	19	20	21	22	23
Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
21,28,841	*812·2	4·37	28,24,529	*1,077·6	5·79	*2,69,969	*147·1	0·55	4,07,564	7·88	0·83	B. N.
11,69,155	*697·2	3·33	18,19,026	*1,084·8	5·18	*1,57,481	*93·7	0·45	1,73,006	‡	0·49	B. B. & C. I.
8,19,834	*594·4	2·80	10,92,442	*792·0	3·74	*70,462	*118·2	0·24	1,88,750	4·07	0·65	E. B.
‖34,96,636	*547·5	3·00	48,76,925	*763·6	4·19	*¶3,48,030	*77·6	0·30	**9,72,661	5·89	0·84	E. I.
27,29,627	*578·5	2·93	40,22,190	*852·5	4·32	*1,44,741	*63·4	0·16	3,64,635	3·27	0·39	G. I. P.
8,84,695	*585·0	3·58	13,22,493	*874·4	5·35	*98,179	*86·3	0·40	1,13,355	1·14	0·46	M. & S. M.
2,98,790	*505·5	4·34	5,56,183	*940 9	8·08	*22,761	*72·1	0·33	16,441	‡	0·24	N. S.
40,00,218	*495·9	3·48	62,16,379	*770·7	5·41	*2,22,665	*57·6	0·19	9,56,689	5·72	0·83	N. W.
4,10,710	*582·9	4·55	3,73,395	*530·0	4·14	*¶29,328	*67·4	0·32	34,920	3·20	0·39	S. I.
												3′ 3⅜″ Gauge.
6,00,279	*692·0	4·64	12,36,629	*1,425·7	9·55	*91,161	*113·0	0·70	1,02,594	‡	0·79	A. B.
6,15,724	(*e*) †232·3	4·19	18,18,625	(*f*) †686·1	12·4	†1,88,371	(*i*) †71·1	1·29	‡	‡	‡	B. & N. W.
9,36,751	*586·7	3·47	14,99,209	*939·0	5·55	*55,363	*54·6	0·20	1,05,920	3·00	0·39	B. B. & C. I.
12,19,836	*685·2	4·34	22,02,362	*1,237·2	7·83	*1,66,107	*139·1	0·59	1,77,684	5·24	0·63	Burma.
5,86,214	*644·4	4·07	7,24,555	*796·5	5·03	*64,063	*108·5	0·45	68,183	4·58	0·47	E. B.
1,85,280	*283·0	3·46	4,33,203	*661·6	8·09	*18,273	*95·3	0·34	16,860	2·44	0·31	Jodhpur.
8,39,953	*489·3	4·57	16,52,912	*962·8	8·99	*79,509	*63·6	0·43	66,818	1·14	0·36	M. & S. M.
2,46,146	*555·8	4·80	4,70,997	*1,063·5	9·19	*10,519	*33·9	0·21	14,975	‡	0·29	N. S.
1,12,780	(*g*) †165·0	3·54	2,54,539	(*h*) †372·5	7·98	†49,331	(*j*)†72·2	1·55	‡	‡	‡	R. & K.
11,77,994	*660·8	5·32	11,74,057	*658·6	5·30	*¶99,277	*72·9	0·45	1,25,839	2·69	0·57	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,29,280	*366·4	5·75	5,37,952	*859·6	13·5	¶33,945	*72·3	0·85	22,269	6·25	0·56	B. N.
31,934	*223·1	4·39	1,15,807	*809·0	15·9	*7,145	‡	0·98	1,992	‡	0·27	B. B. & C. I.
2,317	*87·4	1·78	18,166	*685·5	14·0	*103	*22·7	0·08	2,581	14·3	1·99	E. B.
17,247	*113·7	3·64	(*a*) 33,328	(*a*)*1,258·1	(*a*) 32·7	(*a*) *349	(*a*) *12·4	(*a*)0·34	(*a*) 509	(*a*) 2·74	(*a*)0·50	G. I. P.
3,54,454	*614·3	5·96	4,98,607	*864·1	8·39	*47,752	*89·4	0·80	56,128	8·82	0·94	N. W.
46,240	*754·7	12·4	39,717	*648·2	10·7	*¶492	*18·4	0·13	1,385	5·55	0·37	S. I.

‡ Information not available.
‖ Excludes expenditure on Provident Fund, bonus and gratuities.
** Includes expenditure on electric power stations and sub-stations.
¶ Includes expenditure on tunnels.

	Per mile of line maintained. Rs.	Per train mile. As.
(*e*)	291·4	1·21
(*f*)	860·7	3·58
(*g*)	197·6	1·09
(*h*)	446·1	2·46
(*i*)	89·2	0·37
(*j*)	86·4	0·48

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE A.—MAINTENANCE OF

Railway.	*A. II 1 (*f*).—Residential buildings—Ordinary repairs and maintenance.			*A II 1 (*g*).—Signals and Interlocking—Ordinary repairs and maintenance.			*A II 1 (*b*), (*e*), (*h*), (*i*) (*j*) and (*k*).—Other items—Ordinary repairs and maintenance.	
	Total amount.	Per 100 square feet of plinth area per floor.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per lever.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.
24	25	26	27	28	29	30	31	32
5′ 6″ Gauge.	Rs.	Rs.		Rs.	Rs.		Rs.	
Bengal Nagpur	7,27,323	10·5	1·49	3,59,514	59·2	0·74	8,17,704	1·68
Bombay, Baroda and Central India	1,57,175	‡	0·45	2,91,807	32·1	0·83	67,742	0·19
Eastern Bengal	2,79,402	5·58	0·96	4,57,830	70·4	1·57	2,55,490	0·87
East Indian	9,49,131	4·01	0·82	5,49,146	32·0	0·47	(*b*) 6,08,024	0·52
Great Indian Peninsula	5,23,432	4·87	0·56	4,91,178	38·0	0·53	13,73,117	1·48
Madras and Southern Mahratta	1,25,969	1·27	0·51	1,48,691	22·1	0·60	2,63,487	1·06
Nizam's State	56,687	‡	0·82	15,186	13·6	0·22	1,15,773	1·68
North Western	7,88,741	2·84	0·69	6,79,464	40·3	0·59	4,15,964	0·36
South Indian	41,359	3·40	0·46	71,998	37·3	0·80	92,262	1·10
3′ 3½″ Gauge-								
Assam-Bengal	2,35,004	‡	1·81	54,194	81·1	0·42	1,28,262	0·99
Bengal and North Western	1,54,453	‡	1·05	‡	‡	‡	4,26,259	2·90
Bombay, Baroda and Central India	1,68,905	2·58	0·63	1,62,696	28·1	0·60	61,640	0·23
Burma	3,36,261	7·25	1·20	1,62,683	63·5	0·58	1,79,339	0·64
Eastern Bengal	1,23,792	5·78	0·86	7,867	8·65	0·05	1,31,742	0·91
Jodhpur	39,753	2·71	0·74	7,269	4·66	0·14	19,819	0·37
Madras and Southern Mahratta	82,269	1·41	0·45	97,307	25·2	0·53	1,57,958	0·86
Nizam's State	47,807	‡	0·93	11,960	14·4	0·23	1,12,005	2·19
Rohilkund and Kumaon	‡	‡	‡	‡	‡	‡	(*c*)71,568	2·24
South Indian	1,57,992	3·18	0·71	1,69,563	33·2	0·77	3,53,346	1·59
2′ 6″ and 2′ 0″ Gauges.								
Bengal-Nagpur	40,322	7·26	1·01	3,665	261·8	0·09	1,00,019	2·51
Bombay, Baroda and Central India	1,953	‡	0·27	584	8·11	0·08	1,089	0·15
Eastern Bengal	1,675	3·51	1·29	381	6·25	0·29	1,409	1·08
Great Indian Peninsula	(*a*)342	(*a*)0·84	(*a*)0·34	(*a*)145	(*a*)7·25	(*a*)0·14	(*a*)6,028	5·92
North Western	35,241	2·38	0·59	5,211	10·6	0·09	20,160	0·34
South Indian	824	2·08	0·22	2,903	85·4	0·78	9,570	2·57

(*a*) Figures for Darwha Pusad Railway only.
(*b*) Represents expenditure on Station Machinery, shore connections at Ferries and Miscellaneous.
(*c*) Represents other structural works —A.-II 1 (c) to (g) according to the form prior to 1931-32.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

STRUCTURAL WORKS—*contd.*

*A. II 1—All items, total ordinary repairs and maintenance—exoluding credits.			*A.II 2—Special repairs and maintenance (excluding credits).		A. II—Total repairs and maintenance (excluding credits).			A IV.—Total Replacement and Renewal. Appropriation to Depreciation Reserve Fund.			Railway.
Total amount.	Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G	
33	34	35	36	37	38	39	40	41	42	43	44
Rs.	Rs.		Rs.		Rs.	Rs.		Rs.	Rs.		5′ 6″ Gauge.
54,06,603	2,062·6	11·1	..	..	54,06,603	*2,062·6	11·1	23,57,682	*899·5	4·83	B. N.
27,39,429	1,633·7	7·80	2,09,844	0·60	29,49,273	*1,758·8	8·40	19,78,775	*1,180·1	5·64	B. B. & C. I.
23,44,376	1,699·7	8·02	2,36,976	0·81	38,96,842	*2,825·2	13·3	34,09,960	*2,472·2	11·7	E. B.
99,27,197	1,554·4	8·53	‡	‡	99,27,197	*1,554·4	8·53	1,24,89,116	*1,955·6	10·7	E. I.
69,19,293	1,466·5	7·44	11,18,791	1·20	80,38,084	1,703·6	8·64	96,40,598	*2,043·3	10·4	G. I. P.
20,72,174	1,370·1	8·38	14,240	0·06	21,65,095	*1,431·6	8·75	27,22,783	*1,799·7	11·0	M. & S. M.
7,83,031	1,324·8	11·4	14,418	0·21	7,97,449	*1,349·2	11·6	5,66,685	*958·8	8·22	N. S.
92,79,902	1,150·5	8·07	7,51,606	0·65	1,10,71,065	*1,372·6	9·63	1,69,16,719	*2,097·3	14·7	N. W.
6,74,858	957·8	7·48	79,990	0·88	7,54,848	*1,071·4	8·36	9,62,209	*1,365·7	10·7	S. I.
											3′ 3¼″ Gauge.
18,47,844	2,130·3	14·3	50,084	0·39	20,71,736	*2,388·4 (e)	16·0	10,69,897	*1,233·5	8·26	A. B.
§58,464	§ (m)	§ 0·40	‡	‡	28,75,021	†1,084·7	19·6	**	**	**	B. & N. W.
20,53,733	1,286·3	7·60	4,53,597	1·68	25,07,330	*1,570·4	9·28	17,44,519	*1,092·6	6·46	B. B. & C. I.
32,24,436	1,811·4	11·5	2,06,696	0·74	40,50,438	*2,275·4	14·4	32,98,990	*1,853·3	11·8	Burma.
11,20,202	1,231·4	7·78	1,54,998	1·07	13,57,728	*1,492·5	9·43	19,54,152	*2,148·1	13·6	E. B.
5,35,177	817·3	9·99	2,716	0·05	6,13,428	*936·9	11·5	3,40,747	*520·4	6·36	Jodhpur.
21,36,773	1,244·7	11·6	—1,07,613	—0·59	22,48,620	*1,309·8	12·2	6,23,332	*363·1	3·39	M. & S. M.
6,68,263	1,508·9	13·0	—20,555	—0·40	6,47,708	*1,462·5 (g)	12·6	3,19,102	*720·5	6·23	N. S.
§4,857	§(n)	§ 0·15	‡	‡	4,41,473	†645·9	13·8	2,28,865	(h)†334·8	7·17	R. & K.
21,38,428	1,199·6	9·65	3,16,311	1·43	24,54,739	*1,377·5	11·1	11,17,494	*626·9	5·04	S. I.
											2′ 6″ and 2′ 0″ Gauges.
7,38,172	1,179·5	18·5	..	..	7,38,172	*1,179·5	18·5	3,30,139	*527·5	8·29	B. N.
1,29,293	903·3	17·8	29,422	4·04	1,58,715	*1,108·8	21·8	39,193	*273·8	5·38	B. B. & C. I.
24,315	917·6	18·7	..	..	24,189	*912·8	18·6	10,119	*381·9	7·78	E. B.
1,30,945	863·0	27·7	..	..	1,30,945	*863·0	27·7	..	..	..	G. I. P.
6,63,099	1,149·2	11·2	1,50,473	2·53	9,07,646	*1,573·0	15·3	10,81,991	*1,875·2	18·2	N. W.
55,232	901·5	14·8	..	..	55,282	*901·5	14·8	23,040	*376·0	6·19	S. I.

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.
‡ Information not available.
§ Represents equipment—A-II 2 according to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
Rs.	Rs.	As.
(m) 27·7	22·1	0·11
(n) 8·51	7·11	0·04
(e) 1,360·6	..	5·65
(g) 773·5	..	4·26
(h) 401·0	..	2·20

** Included in the respective heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE A.—MAINTENANCE OF STRUCTURAL WORKS—*concld.*			TABLE B.—MAINTENANCE AND SUPPLY						
	TOTAL MAINTENANCE OF STRUCTURAL WORKS—(TOTAL ABSTRACT A.)			GENERAL ADMINISTRATION—(B. I.).					LOCOMOTIVES—(a)	
	Total amount.	†Per mile of track including sidings. / *Per equated track mile.	Percentage of total working expenses under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.
45	46	47	48	49	50	51	52	53	54	55
5′ 6″ GAUGE.	Rs.	Rs.		Rs.	As.	Rs.	As.		Rs.	As.
Bengal-Nagpur	98,93,126	*3,774·2	20·3	13,77,333	1·43	0·18	1·98	2·82	15,66,844	1·63
Bombay, Baroda and Central India.	60,97,203	*3,636·1	17·4	5,82,459	1·30	0·15	1·47	1·66	7,23,039	1·48
Eastern Bengal	81,26,636	*5,891·9	27·8	7,42,175	1·44	0·24	1·87	2·43	4,60,051	0·96
East Indian	2,59,12,949	*4,057·5	22·3	31,05,689	1·35	0·16	1·74	2·67	34,49,271	1·50
Great Indian Peninsula	2,04,08,309	*4,325·4	21·9	17,71,755	1·48	0·19	1·76	1·90	18,81,722	1·57
Madras and Southern Mahratta	57,71,573	*3,816·3	23·3	6,09,692	1·31	0·18	1·56	2·47	7,73,277	1·66
Nizam's State	16,62,924	*2,813·5	24·1	1,57,913	1·12	0·16	1·41	2·29	1,82,710	1·28
North Western	3,19,88,002	*3,965·8	27·8	19,56,758	1·18	0·17	1·47	1·70	34,52,876	2·08
South Indian	21,27,767	*3,020·0	23·6	2,39,469	1·07	0·21	1·26	2·65	3,32,371	1·48
3′ 3¾″ GAUGE.										
Assam-Bengal	37,41,912	*4,313·9	28·9	3,04,971	1·10	0·28	1·36	2·35	*2,99,930*	*1·08*
Bengal and North Western	34,90,745	(f) †1,316·9	23·8	3,05,506	0·48	0·13	0·60	2·08	**	**
Bombay, Baroda and Central India.	51,88,600	*3,249·7	19·2	9,14,137	1·54	0·35	1·86	3·38	8,55,773	1·44
Burma	85,69,264	*4,813·9	30·5	8,07,583	1·49	0·34	1·83	2·87	6,47,418	1·20
Eastern Bengal	38,98,094	*4,285·0	27·1	2,89,955	0·96	0·23	1·28	2·01	2,28,424	0·80
Jodhpur	11,39,455	*1,740·2	21·3	1,23,819	0·94	0·24	1·22	2·32	1,65,805	1·25
Madras and Southern Mahratta	37,11,905	*2,162·2	20·2	5,04,164	0·94	0·24	1·11	2·74	5,42,329	1·01
Nizam's State	12,12,956	*2,738·8	23·7	1,26,447	1·12	0·30	1·36	2·47	1,51,493	1·28
Rohilkund and Kumaon	7,83,118	(i) †1,145·7	24·6	97,654	0·75	0·24	0·94	3·06	**	**
South Indian	47,50,227	*2,664·8	21·4	5,96,440	0·99	0·29	1·12	2·69	6,82,720	1·13
2′ 6″ AND 2′ 0″ GAUGES.										
Bengal-Nagpur	12,97,591	*2,073·4	32·6	1,05,375	0·79	0·33	0·98	2·64	1,55,913	1·16
Bombay, Baroda and Central India.	2,29,842	*1,605·7	31·6	10,153	0·37	0·27	0·40	1·39	38,795	1·41
Eastern Bengal	36,625	*1,382·1	28·2	729	0·16	0·12	0·11	0·56	3,503	0·48
Great Indian Peninsula	1,48,192	*976·7	31·3	721	0·02	0·01	0·02	0·15	**	**
North Western	23,44,091	*4,062·5	39·4	1,11,441	1·38	0·70	1·68	1·89	1,86,787	2·31
South Indian	1,24,512	*2,032·2	33·4	11,760	1·13	0·70	1·20	3·16	15,775	1·51

* According to the revised form introduced from 1931-32.
† According to the form prior to 1931-32.

Per mile of line maintained.	Per mile of track including sidings.	Per train mile.
(f) 1,652·0	..	(f) 6·86
(i) 1,372·0	..	(i) 7·55

** Included under workshop repairs.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF LOCOMOTIVE POWER.

Running Repairs—[B. II.-1 (*a*)].			Locomotives—(*b*) Workshop Repairs [B.-II.-1 (*b*)]					Railway.
Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	Amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under Abstracts A to G.	
56	57	58	59	60	61	62	63	64
Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
0·21	2·25	3·21	26,85,974	2·80	0·36	3·85	5·51	B. N.
0·19	1·82	2·06	15,00,162	3·06	0·39	3·78	4·27	B. B. & C. I.
0·15	1·21	1·58	10,15,260	2·08	0·33	2·66	3·47	E. B.
0·18	1·94	2·96	44,59,769	1·94	0·23	2·51	3·83	E. I.
0·21	1·87	2·02	26,83,107	2·24	0·29	2·67	2·89	G. I. P.
0·23	1·98	3·13	15,71,502	3·38	0·46	4·03	6·35	M. & S. M.
0·18	1·64	2·65	2,74,597	1·92	0·28	2·46	3·99	N. S.
0·30	2·59	3·00	29,84,944	1·79	0·26	2·24	2·60	N. W.
0·29	1·75	3·68	4,04,194	1·81	0·35	2·13	4·48	S. I.
								3′ 3⅜″ Gauge.
0·27	1·35	2·32	3,22,313	1·17	0·29	1·45	2·49	A. B.
**	**	**	†11,05,830	†1·76	†0·47	†2·17	†7·52	B. & N. W.
0·33	1·74	3·17	14,08,041	2·37	0·54	2·87	5·21	B. B. & C. I.
0·27	1·46	2·30	6,64,919	1·23	0·28	1·50	2·37	Burma.
0·18	1·01	1·59	3,94,418	1·44	0·31	1·74	2·74	E. B.
0·32	1·63	3·10	1,93,432	1·46	0·37	1·91	3·61	Jodhpur.
0·26	1·19	2·95	7,33,697	1·36	0·35	1·61	3·99	M. & S. M.
0·36	1·63	2·96	2,14,867	1·92	0·51	2·31	4·19	N. S.
**	**	**	‡2,34,211	‡1·80	‡0·59	‡2·26	‡7·34	R. & K.
0·34	1·28	3·08	7,88,176	1·31	0·39	1·48	3·56	S. I.
								2′ 6″ & 2′ 0″ Gauges.
0·49	1·45	3·91	2,70,375	2·02	0·84	2·52	6·78	B. N.
1·04	1·55	5·33	9,162	0·33	0·24	0·37	1·25	B. B. & C. I.
0·58	0·51	2·70	5,763	0·80	0·95	0·84	4·43	E. B.
**	**	**	§43,159	§1·33	§0·77	§1·45	§9·12	G. I. P.
1·17	2·82	3·16	1,37,687	1·70	0·86	2·08	2·33	N. W.
0·93	1·61	4·23	14,584	1·40	0·86	1·48	3·92	S. I.

† Includes running Repairs and Renewals.

‡ Includes running Repairs.

§ Includes figures for Running Repairs and Sundry stores excluding oil and waste issued to Loco. Department.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	EQUIPMENT (B. II. 3).					TOTAL ORDINARY REPAIRS AND		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses. under Abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
65	66	67	68	69	70	71	72	73
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	5,89,053	0·61	0·08	0·84	1·21	48,01,986	5·00	0·64
Bombay, Baroda and Central India	1,52,013	0·31	0·04	0·38	0·44	23,14,039	4·72	0·60
Eastern Bengal	2,03,592	0·48	0·07	0·53	0·69	16,72,637	3·52	0·55
East Indian	5,77,150	0·26	0·03	0·33	0·50	90,82,290	3·96	0·47
Great Indian Peninsula	3,48,629	0·29	0·04	0·35	0·37	49,73,970	4·16	0·55
Madras and Southern Mahratta	4,39,360	0·94	0·13	1·13	1·78	27,44,188	5·89	0·81
Nizam's State	10,503	0·16	0·01	0·09	0·15	4,68,133	3·36	0·47
North Western	6,26,991	0·38	0·05	0·47	0·55	70,89,985	4·26	0·61
South Indian	6,884	0·03	0·01	0·04	0·08	7,43,452	3·32	0·65
3′ 3½″ GAUGE.								
Assam-Bengal	1,13,966	0·41	0·10	0·51	0·88	7,25,447	2·63	0·65
Bengal and North-Western	71,079	0·00	0·03	0·14	0·49	*11,76,909	*1·76	*0·50
Bombay, Baroda and Central India	2,83,866	0·48	0·11	0·58	1·05	25,01,398	4·21	0·96
Burma	71,900	0·13	0·03	0·16	0·26	13,71,396	2·53	0·57
Eastern Bengal	75,474	0·32	0·06	0·33	0·52	6,94,368	2·56	0·55
Jodhpur	8,634	0·07	0·01	0·08	0·16	3,71,119	2·80	0·71
Madras and Southern Mahratta	1,48,080	0·28	0·07	0·33	0·81	15,05,489	2·80	0·72
Nizam's State	6,145	0·16	0·01	0·07	0·12	3,72,861	3·36	0·88
Rohilkund and Kumaon	18,909	0·15	0·05	0·18	0·60	2,53,516	1·95	0·64
South Indian	1,23,028	0·21	0·06	0·23	0·56	15,96,776	2·65	0·79
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	13,431	0·10	0·04	0·13	0·34	4,36,741	3·25	1·36
Bombay, Baroda and Central India	3,648	0·13	0·10	0·15	0·50	54,333	1·97	1·45
Eastern Bengal	157	0·00	0·03	0·02	0·12	9,372	1·28	1·55
Great Indian Peninsula	695	0·02	0·01	0·02	0·15	43,399	1·34	0·77
North-Western	30,640	0·38	0·19	0·46	0·52	3,64,577	4·51	2·29
South Indian	166	0·02	0·01	0·02	0·04	30,525	2·93	1·80

* Includes Replacements

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—*contd.*

Maintenance—(B-II).		Running Staff—(B.-III-1).					Fuel—(B.III-2).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
74	75	76	77	78	79	80	81	82	83	84	85	86
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
6·88	9·85	31,76,100	3·31	0·42	4·55	6·51	36,68,771	3·82	0·49	5·26	7·52	B. N.
5·83	6·59	21,96,396	4·48	0·57	5·54	6·26	35,21,799	7·18	0·91	8·88	10·0	B. B. & C. I.
4·38	5·72	12,48,436	2·56	0·41	3·26	4·27	19,70,716	4·16	0·66	5·17	6·74	E. B.
5·11	7·80	65,06,303	2·83	0·33	3·66	5·60	92,70,316	4·04	0·48	5·21	7·96	E. I.
4·95	5·35	51,35,382	4·29	0·57	5·10	5·52	86,71,137	7·24	0 95	8·61	9·32	G. I. P.
7·04	11·1	14,86,030	3·19	0·44	3·81	6·00	31,50,260	6·77	0·94	8·07	12·7	M. & S. M.
4·19	6·79	3,73,175	2·56	0·38	3·34	5·42	5,76,641	4·00	0·58	5·17	8 37	N. S.
5·32	6·17	58,46,406	3·51	0·50	4·38	5·09	1,57,14,715	9·44	1·35	11·8	13·7	N. W.
3·92	8·24	6,69,263	1·99	0·58	3·53	7·41	16,42,056	7·34	1·43	8·67	18·2	S. I.
												3′ 3⅜″ Gauge.
3·26	5·60	4,35,725	1·58	0·39	1·96	3·36	12,16,196	4·40	1·10	5·47	9·39	A. B.
*2·31	*8·01	5,92,363	0·96	0·25	1·17	4·03	14,55,361	2·24	0·61	2·86	9 91	B. & N. W.
5·10	9·26	21,25,977	3·58	0·82	4·34	7·87	29,44,211	4·95	1·13	6·00	10·9	B. B. & C. I.
3·10	4·88	15,62,563	2·89	0·65	3·53	5·57	31,77,125	5·87	1·32	7·18	11·3	Burma.
3·06	4·82	5,67,733	2·08	0·45	2·50	3·94	10,81,165	3·84	0·85	4·76	7·51	E. B.
3·65	6·93	1,95,954	1·48	0·38	1·93	3·66	6,47,280	4·89	1·24	6·36	12·1	Jodhpur.
3·31	8·19	14,38,170	2·67	0·69	3·16	7·82	25,94,646	4·83	1·25	5·70	14·1	M. & S. M.
4·01	7·28	2,77,482	2·56	0·66	2·99	5·42	4,83,271	4·32	1·15	5·20	9·43	N. S.
2·44	7·95	1,09,804	0·85	0·28	1·06	3·43	4,36,094	3·36	1·09	4·21	13·7	R. & K.
3·00	7·21	17,80,565	2·96	0·87	3·34	8·03	27,62,358	4·58	1·37	5·20	12·5	S. I.
												2′ 6″ & 2′ 0″ Gauges.
4·07	11·0	2,57,053	1·92	0·80	2·40	6·45	3,63,334	2·71	1·13	3·39	9·12	B. N.
2·17	7·46	59,917	2·17	1·60	2·39	8·23	99,768	3·62	2·66	3·98	13·7	B. B. & C. I.
1·36	7·21	18,138	2·56	3·01	2·63	14·0	12,713	1·76	2·10	1·84	9·78	E. B.
1·46	9·17	56,071	1·73	0·99	1·88	11·9	75,349	2·34	1·35	2·54	16·0	G. I. P.
5·50	6·17	3,45,203	4·27	2·17	5·21	5·84	6,80,895	8·43	4·27	10·3	11·5	N. W.
3·11	8·19	38,521	3·70	2·28	3·93	10·4	30,771	2·96	1·82	3·13	8·26	S. I.

and Renewals.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE B.—MAINTENANCE AND SUPPLY OF LOCOMOTIVE

Railway.	WATER, WAGES, OIL, TALLOW AND OTHER STORES—B. III (3) AND (4).					TOTAL OPERATING EXPENSES—		
	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.
87	88	89	90	91	92	93	94	95
5′ 6″ GAUGE.	Rs.	As.	Rs.	As.		Rs.	As.	Rs.
Bengal-Nagpur	5,10,002	0·53	0·07	0·74	1·04	71,73,793	7·47	0·95
Bombay, Baroda and Central India	3,36,198	0·69	0·09	9·85	0·95	60,09,699	12·2	1·55
Eastern Benga	1,95,840	0·48	0·07	0·51	0·67	33,91,349	7·04	1·13
East Indian	12,43,198	0·54	0·07	0·70	1·07	1,73,18,252	7·55	0·89
Great Indian Peninsula	9,35,939	0·79	0·10	0·94	1·01	1,47,71,366	12·3	1·62
Madras and Southern Mahratta	3,36,791	0·72	0·10	0·86	1·36	48,81,732	10·5	1·44
Nizam's State	95,451	0·80	0·10	0·85	1·39	11,43,474	8·00	1·15
North Western	14,14,558	0·85	0·12	1·06	1·23	2,28,39,756	13·7	1·96
South Indian	1.39,306	0·62	0·12	0·73	1·55	24,90,079	11.1	2·16
3′ 3⅜″ GAUGE.								
Assam Bengal	1,22,846	0·44	0·11	0·55	0·95	17,70,939	6·41	1·60
Bengal and North Western	2,56,693	0·48	0·11	0·50	1·75	28,05,164	4·48	1·18
Bombay, Baroda and Central India	2,74,044	0·45	0·10	0·56	1·02	52,97,284	8·91	2·03
Burma	3,24,263	0·60	0·13	0·73	1·15	50,48,088	9·33	2·10
Eastern Bengal	87,263	0·32	0·06	0·38	0·60	17,33,208	6·24	1·36
Jodhpur	1,32,448	1·00	0·25	1·30	2·47	9,83,409	7·43	1·88
Madras and Southern Mahratta	3,16,430	0·59	0·15	0·69	1·72	42,54,013	7·91	2·05
Nizam's State	76,983	0·64	0·19	0·83	1·50	8,49,847	7·52	2·02
Rohilkund and Kumaon	68,749	0·53	0·17	0·66	2·16	6,12,284	4·72	1·53
South Indian	2,71,259	0·45	0·13	0·51	1·23	47,86,774	7·94	2·36
2′ 6″ AND 2′ 0″ GAUGES.								
Bengal-Nagpur	81,018	0·60	0·25	0·75	2·04	6,98,776	5·21	2·17
Bombay, Baroda and Central India	17,338	0·62	0·46	0·69	2·38	1,82,452	6·61	4·87
Eastern Bengal	3,145	0·48	0·52	0·46	2·42	33,494	4·64	5·54
Great Indian Peninsula	20,633	0·64	0·37	0 69	4·36	1,52,415	4·71	2·71
North Western	83,300	1·03	0·52	1·26	1·41	11,53,251	14·3	7·24
South Indian	7,307	0·70	0·43	0·74	1·96	76,712	7 37	4·53

Class 1 Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

POWER—*concld.*

(B. III.)		Total Replacement and Renewal Appropriation to Depreciation Reserve Fund B. IV.					Total Maintenance and Supply of Locomotive power—(Total Abstract B).					Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
96	97	98	99	100	101	102	103	104	105	106	107	108
As.		Rs.	As.	Rs.	As.		Rs.	As.	Rs.	As.		5′ 6″ Gauge.
10·3	14·7	4,365	0·01	0·00	0·01	0·01	1,33,57,477	13·9	1·77	19·2	27·4	B. N.
15·2	17·1	2,06,836	0·42	0·05	0·52	0·59	91,13,033	18·6	2·35	23·0	25·9	B. B. & C. I.
8·89	11·6	10,38,695	2·24	0·34	2·72	3·55	68,14,856	14·2	2·26	17·9	23·3	E. B.
9·74	14 9	37,69,831	1·64	0·20	2·12	3·24	3,32,76,062	14·5	1·72	18·7	28·6	E. I.
14·7	15·9	27,91,138	2·33	0·31	2·76	3·09	2,43,08,229	20·3	2·67	24·1	26·1	G. I. P.
12·5	19·7	5,15,726	1·11	0·16	1·32	2 08	87,51,338	18·8	2·59	22·4	35·4	M. & S. M.
10·2	16 6	1,41,671	0·96	0·14	1·27	2·06	19,11,191	13·4	1·92	17·1	27·7	N. S.
17 1	19 9	32,54,476	1·96	0·28	2·44	2·83	3,51,40,975	21·1	3·01	26·3	30·6	N. W.
13·1	27·6	89,866	0·40	0·08	0·48	1·00	35,67,226	15·9	3·10	18·8	39·5	S. I.
												3′ 3½″ Gauge.
7·96	13·7	2,75,555	1·00	0·25	1·24	2·13	39,76,912	11·1	2·78	13·8	23·8	A. B.
5·52	19·1	†	†	†	†	†	42,89,855	6·72	1·81	8·43	29·2	B. & N. W.
10·8	19·6	4,10,998	0·69	0·16	0·84	1·52	91,23,817	15·3	3·50	18·6	33·7	B. B. & C. I.
11·4	18·0	8,26,790	1·53	0·34	1·87	2·94	80,53,857	14·9	3·35	18·2	28·7	Burma.
7·64	12·0	5,21,186	1·92	0·41	2·29	3·62	32,38,717	11·7	2·55	14·3	22·5	E. B.
9·67	18·4	50,515	0·38	0·10	0·49	0·94	15,28,862	11·6	2·93	15·0	28·6	Jodhpur.
9·34	23·1	4,62,973	0·86	0·22	1·02	2·52	67,26,639	12·5	3·23	14·8	36·6	M. & S. M.
9·15	16·6	79,776	0·80	0·19	0·86	1.55	14,28,931	12·8	3·39	15·4	27·9	N. S.
5·91	19·2	4,653	0·04	0·01	0·05	0·14	9,68,107	7·46	2·42	9·34	30·4	R. & K.
9·00	21·6	3,567	0·00	0·00	0·01	0·02	70,21,852	11·6	3·45	13·2	31·7	S. I.
												2′ 6″ & 2′ 0″ Gauges.
6·52	17·5	..	..	..	..	..	12,40,892	9·25	3·86	11·6	31·1	B. N.
7·28	25·1	..	..	..	..	..	2,46,938	8·95	6·59	9·85	33·9	B. B. & C. I.
4·86	25·8	5,710	0·80	0·95	0·83	4·39	49,305	6·88	8·16	7·16	37·9	E. B.
5·11	32·2	..	..	..	..	..	1,06,535	6·07	3·49	6·59	41·5	G. I. P.
17·4	19·5	1,50,494	1·86	0·94	2·27	2·55	17,79,763	21·0	11·1	25·3	29·9	N. W.
7·81	20·6	39	0·00	0·00	0·00	0·01	1,20,991	11·6	7·15	12·3	32·5	S. I.

† Included in the respective heads.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	General Administration—C. I.				Coaching Vehicles—(a).	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.
109	110	111	112	113	114	115
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.
Bengal-Nagpur	4,76,071	1·46	0·68	0·97	2,93,212	3·53
Bombay, Baroda and Central India	3,11,533	1·73	0·79	0·89	2,60,437	3·83
Eastern Bengal	3,40,505	2·31	0·89	1·16	1,18,641	1·52
East Indian	12,12,293	1·37	0·68	1·04	5,21,956	1·85
Great Indian Peninsula	8,79,670	1·89	0·77	0·95	4,52,605	2·50
Madras and Southern Mahratta	2,58,378	1·77	0·66	1·04	1,23,545	0·85
Nizam's State	71,817	1·76	0·64	1·04	8,889	0·65
North Western	10,85,131	1·94	0·81	0·94	4,54,519	1·91
South Indian	71,011	1·44	0·37	0·79	36,811	1·34
3′ 3½″ Gauge.						
Assam-Bengal	1,20,912	1·28	0·54	0·93	38,645	0·88
Bengal and North Western	1,13,479	0·58	0·22	0·77	**	**
Bombay, Baroda and Central India	5,18,175	2·40	1·06	1·92	2,18,583	2·51
Burma	3,11,009	1·69	0·70	1·10	72,336	0·98
Eastern Bengal	1,59,062	1·45	0·70	1·10	94,254	1·95
Jodhpur	1,03,643	2·16	1·02	1·93	16,372	0 90
Madras and Southern Mahratta	1,49,305	1·00	0·33	0·81	65,991	0 44
Nizam's State	53,285	1·99	0·57	1·04	6,169	0·52
Rohilkund and Kumaon	35,618	1·18	0·35	1·12	**	**
South Indian	2,08,171	1·24	0·39	0·94	83,685	0 87
2′ 6″ and 2′ 0″ Gauge.						
Bengal-Nagpur	32,736	0·86	0·31	0·82	45,894	2·19
Bombay, Baroda and Central India	2,929	0·58	0·12	0·40	11,196	3·57
Eastern Bengal	706	0·61	0·10	0·54	878	0·80
Great Indian Peninsula	..	..	..	..	**	**
North Western	39,785	2·37	0·57	0·67	18,224	2·25
South Indian	3,502	1·38	0·36	0·94	2,939	1·56

** Included in Workshop Repairs.

Class I Railways for the year 1933-34— contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK.

Running repairs—[C. II-1 (*a*)]		Coaching vehicles—(*b*) workshop repairs—[C. II-1 (*b*)]				Goods vehicles—(*a*) running repairs—[C. II-3 (*a*)]				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
116	117	118	119	120	121	122	123	124	125	126
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ Gauge.
0·42	0·60	13,58,479	16·3	1·95	2·78	10,36,457	4·26	1·49	2·13	B. N.
0·66	0·74	14,23,074	20·9	3·59	4·05	3,49,936	3·12	0·88	1·00	B. B. & C. I.
0·30	0·39	8,36,765	11·2	2·19	2·86	1,15,491	1·59	0·30	0·40	E. B.
0·29	0·45	32,59,842	11·5	1·82	2·79	15,92,925	2·64	0·90	1·37	E. I.
0·39	0·48	23,77,975	13·2	2·08	2·56	11,72,576	4·10	1·02	1·26	G. I. P.
0·32	0·50	8,03,162	5·52	2·06	3·25	2,16,628	1·49	0·56	0·87	M. & S. M.
0·08	0·13	1,77,478	13·0	1·59	2·58	45,904	1·69	0·41	0·67	N. S.
0·34	0·40	21,90,130	9·21	1·64	1·90	11,61,727	3·61	0·87	1·01	N. W.
0·19	0·41	1,94,119	7·07	1·03	2·15	24,587	1·12	0·13	0·27	S. I.
										3′3½″ Gauge.
0·17	0·30	4,13,761	9·45	1·86	3·19	69,392	1·36	0·31	0·54	A. B.
**	**	*5,61,564	*2·84	*1·08	*3·75	**	**	**	**	B. & N. W.
1·45	0·81	9,41,320	10·8	1·92	3·48	1,99,084	1·54	0·41	0·74	B. B. & C. I.
0·16	0·26	4,39,687	5·95	1·00	1·57	1,43,013	1·29	0·32	0·51	Burma.
0·42	0·66	5,27,738	10·9	2·33	3·66	65,854	1·07	0·29	0·46	E. B.
0·16	0·31	1,87,718	10·3	1·85	3·50	20,650	0·69	0·20	0·39	Jodhpur.
0·14	0·36	5,08,758	3·41	1·12	2·77	1,09,557	0·73	0·24	0·60	M. & S. M.
0·07	0·12	1,70,131	14·2	1·83	3·32	20,462	1·38	0·22	0·40	N. S.
**	**	†1,11,994	†7·76	†1·08	†3·51	**	**	**	**	R. & K.
0·16	0·38	5,27,260	5·47	0·99	2·38	55,322	0·77	0·10	0·25	S. I.
										2′ 6″ & 2′ 0″ Gauges.
0·43	1·15	1,42,618	6·81	1·33	3·58	37,265	2·20	0·35	0·93	B. N.
0·45	1·54	1,664	0·53	0·06	0·23	22,710	11·7	0·91	3·12	B. B. & C. I.
0·13	0·68	2,233	2·04	0·32	1·71	505	8·48	0·07	0·39	E. B.
**	**	§17,794	§2·94	§0·60	§3·76	‡	‡	‡	‡	G. I. P.
0·26	0·31	1,14,013	14·0	1·62	1·92	48,463	5·57	0·69	0·81	N. W.
0·30	0·79	737	0·39	0·07	0·20	883	1·35	0·09	0·24	S. I.

* Includes Running Repairs and Renewals.
† Includes Running Repairs.
‡ Included under Coaching Vehicles.
§ Includes Running Repairs figures for Coaching and Goods Vehicles.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	Goods vehicles—(*b*) workshop repairs—[C. II.-3 (*b*)].				Equipment—		
	Amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Amount.	Per 1,000 vehicle miles.	Per train mile.
127	128	129	130	131	132	133	134
5′6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.
Bengal-Nagpur	21,91,254	9·00	3·14	4·49	1,67,900	0·52	0·24
Bombay, Baroda and Central India	8,33,993	7·44	2·10	2·38	1,34,169	0·75	0·34
Eastern Bengal	5,22,555	7·21	1·37	1·78	80,192	0·54	0·21
East Indian	22,96,987	3·80	1·29	1·97	3,96,258	0·45	0·22
Great Indian Peninsula	11,80,259	4·13	1·03	1·27	2,67,251	0·57	0·23
Madras and Southern Mahratta	5,62,336	3·87	1·44	2·27	1,23,351	0·85	0·32
Nizam's State	2,43,771	8·98	2·18	3·54	4,815	0·12	0·04
North Western	21,13,683	6·57	1·59	1·84	5,32,395	0·25	0·40
South Indian	1,05,175	4·79	0·56	1·17	2,663	0·05	0·01
3′3½″ Gauge.							
Assam-Bengal	2,49,725	4·90	1·12	1·92	7,473	0·08	0·03
Bengal and North Western	*3,71,242	*1·91	*0·73	*2·53	31,134	0·16	0·06
Bombay, Baroda and Central India	4,64,206	3·61	0·95	1·	1,57,303	0·73	0·32
Burma	4,85,671	4·39	1·10	1·73	74,389	0·40	0·17
Eastern Bengal	2,74,923	4·48	1·21	1·91	18,567	0·17	0·08
Jodhpur	1,26,082	4·23	1·24	2·35	5,370	0·11	0·05
Madras and Southern Mahratta	2,47,312	1·66	0·54	1·34	26,189	0·18	0·06
Nizam's State	1,09,540	7·40	1·18	2·14	3,396	0·13	0·03
Rohilkund and Kumaon	‡60,637	‡3·88	‡0·58	‡1·90	4,747	0·15	0·05
South Indian	1,70,757	2·36	0·32	0·77	80,960	0·49	0·15
2′6″ and 2′0″ Gauges.							
Bengal-Nagpur	72,076	4·25	0·67	1·81	1,519	0·04	0·01
Bombay, Baroda and Central India	5	0·00	0·00	0·00	..	..	..
Eastern Bengal	50	0·84	0·01	0·94	7	0·01	0·00
Great Indian Peninsula	§	§	§	§	12	0·00	0·00
North Western	78,938	9·08	1·12	1·33	17,275	1·03	0·25
South Indian	148	0·23	0·02	0·04	113	0·04	0·01

* Includes Running Repairs and Renewals.
§ Included under coaching vehicles.
‡Includes Running Repairs.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—*contd.*

(C. II-5).	TOTAL ORDINARY REPAIRS AND MAINTENANCE—(C. II).				OPERATING EXPENSES—(C. III).				
Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
135	136	137	138	139	140	141	142	143	144
	Rs.	Rs.	As.		Rs.	Rs.	As.		5′ 6″ GAUGE.
0·34	51,92,023	15·9	7·45	10·6	6,37,539	1·95	0·91	1·31	B. N.
0·38	27,56,359	15 3	6·95	7·85	4,46,174	2·48	1·13	1·27	B. B. & C. I.
0·27	17,01,962	11·6	4·46	5·82	3,27,002	2·22	0·86	1·12	E. B.
0·34	84,97,162	9·59	4·78	7·30	19,60,837	2·21	1·10	1·69	E. I.
0·29	52,12,066	11·2	4·54	5·60	20,04,104	4·29	1·75	2·15	G. I. P.
0·50	17,80,639	12·2	4·57	7·20	2,19,228	1·51	0·56	0·89	M. & S. M.
0·06	5,08,799	12·5	4·55	7·39	73,323	1·79	0·66	1·06	N. S.
0·46	65,88,050	11·8	4·49	5·73	23,84,340	4·26	1·79	2·07	N. W.
0·03	3,63,724	7·36	1·92	4·03	1,52,674	3·09	0·80	1·69	S. I.
									3′ 3⅜″ GAUGE.
0·06	7,71,033	8·13	3·46	5·95	1,15,689	1·22	0·52	0·90	A. B.
0·21	9,56,003	4·92	1·88	6·50	1,02,078	0·52	0·20	0·70	B. & N. W.
0·58	19,49,949	9·05	3·98	7·22	3,48,395	1·62	0·71	1·29	B. B. & C. I.
0·26	12,06,857	6·55	2·73	4·30	1,91,886	1 04	0·44	0·68	Burma.
0·13	9,82,866	8·97	4·33	6·83	1,77,811	1·62	0·79	1·24	E. B.
0·10	3,58,714	7·48	3·52	6·70	47,514	0·99	0·47	0·89	Jodhpur.
0·14	9,61,002	6·45	2·11	5·22	1,16,312	0·78	0·25	0·63	M. & S. M.
0·06	3,13,930	11·7	3·38	6·13	51,115	1·91	0·55	1·00	N. S.
0·15	1,77,560	5·91	1·71	5·56	41,447	1·38	0·40	1·30	R. & K.
0·37	9,21,231	5·47	1·72	4·16	3,50,668	2·08	0·66	1·58	S. I.
									2′ 6″ & 2′ 0″ GAUGES.
0·04	2,96,130	7·82	2·76	7·43	82,665	2·18	0·77	2·07	B. N.
..	34,918	6·87	1·39	4·80	15,502	3·05	0·62	2·13	B. B. & C. I.
0·01	3,654	3·18	0·53	2·81	3,063	2·66	0·45	2·36	E. B.
0·00	17,509	2·89	0·59	3·70	16,124	2·66	0·54	3·41	G. I. P.
0·29	2,93,143	17·4	4·17	4·93	1,16,563	6·93	1·66	1·96	N. W.
0·03	4,820	1·90	0·49	1·30	8,933	3·54	0·91	2·41	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C.—MAINTENANCE OF CARRIAGE

Railway.	TOTAL REPLACEMENT AND RENEWAL APPROPRIATION TO DEPRECIATION RESERVE FUND C-IV.			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
145	146	147	148	149
5′ 6″ GAUGE.	Rs.	Rs.	As.	
Bengal-Nagpur	—19,539	—0·06	—0·03	—0·04
Bombay, Baroda and Central India	5,17,056	2·87	1·30	1·47
Eastern Bengal	17,07,867	11·6	4·48	5·84
East Indian	73,44,523	8·29	4·13	6·30
Great Indian Peninsula	47,25,806	10·1	4·12	5·08
Madras and Southern Mahratta	3,74,546	2·58	0·96	1·51
Nizam's State	2,35,574	5·77	2·11	3·42
North Western	55,26,146	9·88	4·14	4·81
South Indian	1,79,243	3·63	0·95	1·99
3′ 3½″ GAUGE.				
Assam-Bengal	64,235	0·68	0·29	0·50
Bengal and North-Western	*	*	*	*
Bombay, Baroda and Central India	4,17,143	1·94	0·85	1·54
Burma	13,27,310	7·20	3·00	4·72
Eastern Bengal	9,00,600	8·21	3·97	6·25
Jodhpur	77,260	1·61	0·76	1·44
Madras and Southern Mahratta	8,00,267	5·37	1·76	4·35
Nizam's State	1,28,932	4·81	1·39	2·51
Rohilkund and Kumaon	1,24,633	4·15	1·20	3·91
South Indian	6,54,754	3.89	1·22	2·96
2′ 6″ AND 2′ 0″ GAUGES.				
Bengal-Nagpur	7,240	0·19	0·07	0·18
Bombay, Baroda and Central India	..	..	..	..
Eastern Bengal	13,463	11·7	1·95	10·4
Great Indian Peninsula	..	..	..	..
North Western	1,84,324	11·0	2·62	3·10
South Indian	3,738	1·47	0·38	1·00

* Included in the respective heads.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

AND WAGON STOCK—*concld.*

Total Maintenance of Carriage and Wagon Stock.—(Total Abstract C.)				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
150	151	152	153	154
Rs.	Rs.	As.		5′ 6″ Gauge.
62,86,094	19·3	9·01	12·9	B. N.
40,31,122	22·4	10·2	11·5	B. B. & C. I.
40,77,336	27·7	10·7	15·9	E. B.
1,90,14,815	21·5	10·7	16·3	E. I.
1,28,21,646	27·5	11·2	13·8	G. I. P.
26,32,791	18·1	6·75	10·6	M. & S. M.
8,89,513	21·8	7·96	12·9	N. S.
1,55,83,667	27·9	11·7	13·6	N. W.
7,66,652	15·5	4·04	8·50	S. I.
				3′ 3¼″ Gauge.
10,71,869	11·3	4·81	8·28	A. B.
11,71,560	6·03	2·30	7·97	B. & N. W.
32,33,662	15·0	6·60	12·0	B. B. & C. I.
30,37,062	16·5	6·87	10·8	Burma.
22,20,339	20·3	9·79	15·4	E. B.
5,87,131	12·2	5·77	11·0	Jodhpur.
20,26,886	13·6	4·45	11·0	M. & S. M.
5,47,262	20·4	5·89	10·7	N. S.
3,79,258	12·6	3·66	11·9	R. & K.
21,34,824	12·7	3·99	9·64	S. I.
				2′ 6″ & 2′ 0″ Gauges.
4,18,771	11·1	3·91	10·5	B. N.
53,349	10·5	2·13	7·33	B. B. & C. I.
20,886	18·2	3·03	16·1	E. B.
33,633	5·55	1·13	7·11	G. I. P.
6,33,815	37·7	9·02	10·7	N. W.
21,043	8·29	2·14	5·65	S. I.

80.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE C(*a*)—MAINTE

Railway.	General Administration—C(*a*) I.				Sub-station, overhead equipment and transmission lines—ordinary repairs and maintenance [C (*a*) II 1 and 2].				Multiple unit stock [C(*a*) II 3(*a*)*i*+4(*a*)*i*]	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
155	156	157	158	159	160	161	162	163	164	165
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India	2,86,859	1·46	0·55	0·32	92,967	5·58	0·73	0·26	86,901	5·22
Great Indian Peninsula .	4,12,835	5·90	1·24	0·44	4,73,879	6·78	1·43	0·51	1,35,743	11·1
3′ 3⅜″ Gauge.										
South Indian . . .	66,631	10·0	1·13	0·30	45,404	6·84	0·77	0·20	30,652	4·61

TABLE C(*a*)—MAINTENANCE

Railway.	Electric Locomotives—Workshop Repairs—[C(*a*) II 3 (*b*) *ii*+4(*b*) *ii*].				Equipment (other than power station) and other items. [C(*a*) II 5—9].				Total—Ordinary and maintenance [C(*a*)	
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.
177	178	179	180	181	182	183	184	185	186	187
5′ 6″ Gauge.	Rs.	Rs.	As		Rs.	Rs.	As.		Rs.	Rs.
Bombay, Baroda and Central India.	..	..	..	..	7,72,885	4·46	1·96	2·21	9,55,050	4·86
Great Indian Peninsula .	99,139	1·71	0·71	0·10	1,76,114	2·70	0·80	0·18	15,83,431	22·7
3′ 3⅜″ Gauge.										
South Indian . . .	..	..	..	..	1,396	0·21	0·02	0·01	1,00,997	15·2

TABLE C(*a*)—MAINTENANCE

Railway.	Oil, Waste and other Stores. [C(*a*) III 4].				Total Operating Expenses. (C (*a*) III].			
	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.
199	200	201	202	203	204	205	206	207
5′ 6″ Gauge.	Rs.	Rs.	As.		Rs.	Rs.	As.	
Bombay, Baroda and Central India.	18,458	1·11	0·14	0·05	19,77,507	10·1	3·77	5·63
Great Indian Peninsula .	1,08,412	4·18	0·69	0·11	51,39,423	73·6	15·5	5·52
3′ 3⅜″ Gauge.								
South Indian . . .	11,782	1·77	0·20	0·05	3,26,423	49·1	5·53	1·47

NOTE.—The figures shown against the B. B. and C. I. and S. I. Railways are only approximates as the original

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

NANCE OF ELECTRIC SERVICE.

—Running Repairs.		Multiple unit stock—Workshop repairs—[C(a) II 3 (b) I +4 (b) I].				Electric Locomotives—Running Repairs—[C (a) II 3(a) ii+4 (a) ii].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
166	167	168	169	170	171	172	173	174	175	176
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
0·67	0·25	..	..	..	..	10,128	0·61	0·08	0·03	B. B. & C. I.
0·71	0·15	4,43,028	36·3	2·30	0·48	2,86,748	4·97	2·04	0·31	G. I. P.
										3' 3⅜" Gauge.
0·52	0·14	..	..	..	..	23,545	3·54	0·40	0·11	S. I.

OF ELECTRIC SERVICE—*contd.*

Repairs nance. II].		Running Staff—Operating Expenses. [C(a)III 1].				Electric Current (for traction purposes only). [C(a) III 2].				Railway.
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
188	189	190	191	192	193	194	195	196	197	198
As.		Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
1·81	2·72	4,32,326	26·0	3·37	1·23	11,59,865	69·6	9·05	3·31	B. B. & C. I.
4·79	1·70	17,59,632	52·9	11·2	1·90	32,59,308	93·3	18·8	3·50	G. I. P.
										3' 3⅜" Gauge.
1·71	0·46	47,145	7·09	0·80	0·21	2,39,604	36·1	4·06	1·08	S. I.

OF ELECTRIC SERVICE—*concld.*

Total Replacement and Renewal Appropriation to Depreciation Reserve Fund [C(a)—IV].				Total Maintenance of Electric Service (Total Abstract C(a)].				Railway.
Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per 1,000 vehicle miles.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
208	209	210	211	212	213	214	215	216
Rs.	Rs.	As.		Rs.	Rs.	As.		5' 6" Gauge.
17,649	0·09	0·03	0·05	32,37,065	16·5	6·17	9·22	B. B. & C. I.
20,88,900	30·0	6·31	2·25	92,24,589	132·0	27·9	9·91	G. I. P.
								3' 3⅜" Gauge.
4,570	0·69	0·08	0·02	4,08,621	75·1	8·45	2·25	S. I. . . . .

figures furnished by these Railways have been recast on the lines of the G. I. P. Railway Statement.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSE: General Administration—(E. I.) Total amount.	General Administration—(E. I.) Per train mile.	General Administration—(E. I.) Percentage of total working expenses under abstracts A to G.	Station Total amount.
217	218	219	220	221
5′ 6″ Gauge.	Rs.	As.		Rs.
Bengal-Nagpur	12,39,811	1·78	2·54	45,28,116
Bombay, Baroda and Central India	7,53,711	1·90	2·15	41,49,936
Eastern Bengal	5,55,986	1·46	1·90	33,02,369
East Indian	24,68,330	1·39	2·12	1,11,68,116
Great Indian Peninsula	16,88,776	1·26	1·82	66,61,936
Madras and Southern Mahratta	3,62,913	0·93	1·47	20,58,749
Nizam's State	1,61,073	1·44	2·34	4,37,800
North Western	18,63,882	1·40	1·62	1,18,49,022
South Indian	1,67,250	0·88	1·85	6,06,055
3′ 3¾″ Gauge.				
Assam-Bengal	3,50,337	1·57	2·71	11,44,795
Bengal and North Western	4,82,809	0·95	3·29	14,57,024
Bombay, Baroda and Central India	5,05,931	1·03	1·87	23,11,237
Burma	6,30,025	1·43	2·24	23,28,625
Eastern Bengal	4,86,743	2·14	3·38	13,48,429
Jodhpur	1,22,862	1·21	2·29	3,12,374
Madras and Southern Mahratta	3,30,700	0·73	1·80	17,21,200
Nizam's State	1,19,843	1·29	2·34	4,18,057
Rohilkund and Kumaon	1,02,248	0·99	3·20	2,79,404
South Indian	4,53,236	0·76	2·05	18,53,901
2′ 6″ and 2′ 0″ Gauges.				
Bengal-Nagpur	71,276	0·66	1·79	3,16,864
Bombay, Baroda and Central India	6,588	0·26	0·91	54,213
Eastern Bengal	1,006	0·15	0·77	15,978
Great Indian Peninsula	718	0·02	0·15	*61,380
North Western	1,02,572	1·46	1·73	4,01,578
South Indian	12,542	1·28	3·37	21,965

* Includes train and other staff.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

OF TRAFFIC DEPARTMENT.

Staff—E. III. 1 (*b*).		Train Staff including their mileage and overtime—E. III. 1 (*c* & *d*).			
Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
222	223	224	225	226	227
As.		Rs.	As.		5′ 6″ Gauge.
6·49	9·28	12,78,908	1·84	2·62	B. N.
10·5	11·8	6,52,372	1·65	1·86	B. B. & C. I.
8·66	11·3	6,25,580	1·64	2·14	E. B.
6·28	9·59	30,38,307	1·70	2·62	E. I.
4·98	7·16	16,60,859	1·24	1·78	G. I. P.
5·28	8·32	4,39,572	1·13	1·77	M. & S. M.
3·92	6·35	1,21,283	1·09	1·75	N. S.
8·89	10·3	21,01,571	1·58	1·83	N. W.
3·20	6·72	1,87,265	0·98	2·07	S. I.
					3′ 3½″ Gauge.
5·14	8·84	2,22,066	1·00	1·65	A. B.
2·86	9·92	3,80,486	0·75	2·59	B. & N. W.
4·72	8·56	6,21,237	1·27	2·30	B. B. & C. I.
5·26	8·28	5,02,527	1·14	1·79	Burma.
5·94	9·36	3,24,083	1·43	2·25	E. B.
3·07	5·83	88,484	0·87	1·65	Jodhpur.
3·78	9·35	4,50,000	0·99	2·44	M. & S. M.
4·50	8·16	90,733	0·98	1·77	N. S.
2·69	8·76	60,023	0·58	1·88	R. & K.
3·13	8·37	5,00,513	0·85	2·26	S. I.
					2′ 6″ & 2′ 0″ Gauges.
2·95	7·95	1,03,987	0·97	2·61	B. N.
2·17	7·45	9,366	0·37	1·29	B. B. & C. I.
2·32	12·3	211	0·03	0·16	E. B.
*2·06	*12·9	†	†	†	G. I. P.
5·71	6·76	1,16,469	1·66	1·96	N. W.
2·24	5·90	8,529	0·87	2·29	S. I.

* Includes train and other staff.
† Included under Station Staff.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE E.—EXPENSES OF

Railway.	Other Staff.—E. III. 1 (*a* & *e*).			Fires, Lights, General Stores, Water for Stations, Sheds and Trains and also Water for Transit—(E. III. 2 & 3.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
228	229	230	231	232	233	234
5' 6" Gauge.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	4,13,524	0·60	0·85	6,14,785	0·88	1·26
Bombay, Baroda and Central India	4,00,056	1·00	1·14	2,17,172	0·55	0·62
Eastern Bengal	3,74,429	0·93	1·28	3,51,526	0·92	1·20
East Indian	11,58,503	0·66	0·97	10,69,371	0·93	1·43
Great Indian Peninsula	8,34,458	0·63	0·89	11,41,525	0·85	1·23
Madras and Southern Mahratta	1,33,709	0·35	0·54	3,29,141	0·83	1·33
Nizam's State	37,057	0·33	0·54	61,453	0·55	0·90
North Western	4,92,865	0·37	0·43	§21,72,713	1·63	1·89
South Indian	85,893	0·45	0·95	1,47,688	0·78	1·64
3' 3½" Gauge.						
Assam-Bengal	1,37,761	0·62	1·06	1,69,680	0·77	1·31
Bengal and North-Western	..	..	..	3,34,000	0·66	2·27
Bombay, Baroda and Central India	3,58,433	0·73	1·33	1,39,697	0·28	0·51
Burma	2,36,588	0·54	0·84	3,16,088	0·71	1·13
Eastern Bengal	1,97,883	0·87	1·38	65,158	0·29	0·45
Jodhpur	32,503	0·32	0·34	1,06,298	1·04	1·99
Madras and Southern Mahratta	1,22,440	0·27	0·66	3,01,809	0·67	1·69
Nizam's State	30,586	0·33	0·60	62,731	0·67	1·21
Rohilkund and Kumaon	16,452	0·16	0·52	74,532	0·72	2·34
South Indian	2,35,177	0·40	1·06	5,46,673	0·92	2·47
2' 6" and 2' 0" Gauges.						
Bengal-Nagpur	13,433	0·13	0·33	36,845	0·35	0·93
Bombay, Baroda and Central India	2,130	0·08	0·29	2,270	0·09	0·31
Eastern Bengal	438	0·06	0·24	..	..	..
Great Indian Peninsula	†	†	†	7,045	0·24	1·48
North Western	31,670	0·45	0·53	‡1,06,896	1·52	1·80
South Indian	9,265	0·94	2·49	,307	0·23	0·62

† Included under station staff.
§ Includes Rs. 10,70,294 on account of lighting charges in trains, booked in accounts against C-III. 3.
‡ do. Rs. 47,009 do. do. do.

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TRAFFIC DEPARTMENT—*contd.*									
CLOTHING—(E.-III-4.)			STATIONERY FORMS AND TICKETS—(E.-III-5.)			COMPENSATION FOR GOODS, ETC., LOST OR DAMAGED—(E.-III-10.)			
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Railway.
235	236	237	238	239	240	241	242	243	244
									5′ 6″ GAUGE.
Rs.	As.		Rs.	As.		Rs.	As.		
1,26,444	0·18	0·26	1,54,095	0·22	0·31	20,002	0·03	0·04	B. N.
54,170	0·14	0·15	1,80,600	0·46	0·51	12,487	0·03	0·04	B. B. & C. I.
27,775	0·07	0·10	94,732	0·25	0·32	24,516	0·06	0·08	E. B.
2,54,507	0·15	0·22	4,47,983	0·25	0·39	52,150	0·03	0·04	E. I.
81,343	0·06	0·09	2,59,146	0·19	0·28	72,883	0·05	0·08	G. I. P.
23,864	0·06	0·10	99,528	0·25	0·40	7,452	0·02	0·03	M. & S. M.
12,487	0·11	0·18	34,687	0·31	0·50	3,163	0·03	0·05	N. S.
3,08,766	0·23	0·27	5,58,601	0·42	0·49	20,189	0·02	0·02	N. W.
7,464	0·04	0·08	85,412	0·45	0·95	4,751	0·02	0·05	S. I.
									3′ 3⅜″ GAUGE.
10,152	0·05	0·03	60 357	0·27	0·47	5,784	0·03	0·04	A. B.
58,374	0·11	0·40	95,568	0·19	0·65	13,288	0·03	0·09	B. & N. W.
40,186	0·08	0·15	1,18,570	0·24	0·44	9,024	0·02	0·03	B. B. & C. I.
29,990	0·07	0·11	1,06,337	0·24	0·38	6,893	0·02	0·02	Burma.
14,341	0·06	0·10	48,914	0·22	0·34	12,900	0·06	0·09	E. B.
8,017	0·08	0·15	28,205	0·28	0·53	1,180	0·01	0·02	Jodhpur.
16,007	0·03	0·08	1,29,413	0·28	0·70	11,501	0·02	0·06	M. & S. M.
12,421	0·13	0·24	27,811	0·30	0·55	1,296	0·01	0·03	N. S.
8,300	0·08	0·26	21,664	0·21	0·68	2,654	0·03	0·08	R. & K.
18,352	0·03	0·08	1,73,002	0·29	0·78	4,736	0·01	0·02	S. I.
									2′ 6″ & 2′ 0″ GAUGES.
9,671	0·09	0·24	4,115	0·04	0·10	..	..	..	B. N.
893	0·04	0·12	6,321	0·25	0·87	543	0·02	0·07	B. B. & C. I.
39	0·01	0·03	133	0·02	0·10	..	..	..	E. B.
391	0·01	0·08	319	0·01	0·07	..	..	..	G. I. P.
13,388	0·19	0·23	28,974	0·41	0·49	1,157	0·02	0·02	N. W.
236	0·02	0·06	4,513	0·46	1·21	36	0·00	0·01	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

Railway.	TABLE E.—EXPENSES OF TRAFFIC DEPARTMENT—*concld.*					
	TOTAL OPERATING EXPENSES—(E.III).			TOTAL EXPENSES OF TRAFFIC DEPARTMENT (TOTAL ABSTRACT E.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
245	246	247	248	249	250	251
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	82,58,480	11·8	16·9	95,45,347	13·7	19·6
Bombay, Baroda and Central India	61,47,027	15·5	17·5	69,61,077	17·6	19·8
Eastern Bengal	47,78,911	12·5	16·3	54,35,171	14·2	18·6
East Indian	1,91,16,383	10·8	16·4	2,18,13,254	12·3	18·7
Great Indian Peninsula	1,18,42,445	8·86	12·7	1,36,25,414	10·2	14·7
Madras and Southern Mahratta	31,52,672	8·03	12·7	35,45,400	9·09	14·3
Nizam's State	8,92,028	7·99	13·0	10,55,248	9·45	15·3
North Western	1,52,21,541	11·4	13·2	1,72,61,720	12·9	15·0
South Indian	10,11,277	5·33	11·2	11,85,581	6·25	13·1
3′ 3¾″ GAUGE.						
Assam-Bengal	20,29,464	9·12	15·6	23,92,362	10·8	18·4
Bengal and North-Western	25,27,521	4·97	17·2	30,10,300	5·92	20·5
Bombay, Baroda and Central India	37,02,916	7·55	13·7	42,44,993	8·66	15·7
Burma	36,81,261	8·33	13·1	43,52,936	9·85	15·5
Eastern Bengal	21,51,852	9·48	14·9	26,79,014	11·8	18·6
Jodhpur	7,75,630	7·63	14·5	9,11,113	8·96	17·0
Madras and Southern Mahratta	26,22,167	5·76	14·3	29,71,498	6·53	16·2
Nizam's State	6,74,763	7·26	13·2	8,00,422	8·61	15·6
Rohilkund and Kumaon	3,56,596	3·44	11·2	4,70,246	4·54	14·7
South Indian	33,96,719	5·73	15·3	38,67,174	6·52	17·5
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal Nagpur	5,05,218	4·71	12·7	5,79,346	5·40	14·5
Bombay, Baroda and Central India	1,11,695	4·46	15·3	1,20,504	4·81	16·6
Eastern Bengal	16,289	2·37	12·5	17,455	2·54	13·4
Great India Peninsula	79,154	2·65	16·6	80,059	2·68	16·8
North Western	6,56,804	9·34	11·0	7,66,541	10·9	12·9
South Indian	47,052	4·79	12·6	60,060	6·12	16·1

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

TABLE F.—EXPENSES OF GENERAL DEPARTMENT.

General Administration, Home expenditure—(F. I. 1 to 4.)			Agent's office—[F. I. 5 (a).]			Accounts and Audit Department—[F. I. 5 (b).]			Stores Department—[F. I. 5 (c).]			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	
252	253	254	255	256	257	258	259	260	261	262	263	264
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		5′ 6″ Gauge.
3,05,872	0·44	0·63	3,91,554	0·56	0·80	9,77,999	1·40	2·00	5,23,349	0·75	1·07	B. N.
1,96,913	0·49	0·56	3,07,452	0·78	0·88	7,32,902	1·85	2·09	4,04,395	1·02	1·15	B. B. & C. I.
..	..	..	3,93,615	1·03	1·35	6,54,434	1·71	2·24	3,07,215	0·81	1·05	E. B.
..	..	..	4,31,447	0·24	0·37	23,56,846	1·33	2·03	11,91,123	0·67	1·02	E. I.
..	..	..	4,48,159	0·34	0·48	15,28,899	1·14	1·64	8,48,090	0·63	0·91	G. I. P.
1,75,344	0·46	0·71	1,74,035	0·44	0·70	4,24,025	1·09	1·71	1,95,407	0·50	0·80	M & S. M.
96,893	0·87	1·41	1,08,103	0·97	1·57	1,82,815	1·64	2·65	85,115	0·76	1·24	N. S.
1,86,151	0·14	0·16	6,31,765	0·47	0·55	23,13,679	1·74	2·01	12,19,999	0·92	1·06	N. W.
87,277	0·46	0·96	88,154	0 46	0·98	2,16,781	1·14	2·40	1,22,316	0·65	1·36	S. I.
												3′ 3½″ Gauge.
1,75,830	0·79	1·36	1,35,470	0·61	1·04	2,89,828	1·30	2·24	94,468	0·42	0·73	A. B.
2,30,675	0·45	1·57	90,802	0·18	0·62	4,34,667	0·85	2·96	61,420	0·12	0·42	B. & N. W.
2,46,669	0·50	0·91	2,22,312	0·46	0·82	5,29,634	1·08	1·96	3,10,247	0·64	1·15	B. B. & C. I.
..	..	..	3,48,429	0·79	1·24	4,52,710	1·02	1·61	1,58,911	0·36	0·57	Burma.
..	..	..	1,99,606	0·88	1·39	3,31,864	1·46	2·30	73,475	0·32	0·51	E. B.
34,837	0·34	0·65	72,603	0·72	1·36	1,74,875	1·72	3·26	74,275	0·73	1·38	Jodhpur.
2,17,012	0·48	1·18	1,41,515	0·30	0·77	3,16,025	0·69	1·72	1,31,982	0·29	0·71	M. & S. M.
73,183	0·79	1·43	81,496	0·88	1·59	1,37,700	1·48	2·69	64,100	0·69	1·25	N. S.
69,755	0·67	2·19	49,215	0·48	1·54	1,28,731	1·24	4·04	20,255	0·20	0·64	R. & K.
2,29,750	0·39	1·04	2,09,144	0·35	0·94	5,23,494	0·88	2·36	3,03,489	0·51	1·37	S. I.
												2′ 6″ & 2′ 0″ Gauges.
1,01,370	0·95	2·54	16,130	0·15	0·41	42,090	0·39	1·06	21,414	0·20	0·54	B. N.
5,782	0·23	0·79	7,365	0·29	1·01	19,358	0·77	2·66	1,647	0·07	0·23	B. B. & C. I.
..	..	..	850	0·12	0·65	1,410	0·21	1·09	272	0·04	0·21	E. B.
..	..	..	..	..	..	..	..	..	..	..	..	G. I. P.
3,123	0·04	0·05	9,096	0·13	0·15	34,766	0·49	0·59	17,573	0·25	0·30	N. W.
8,450	0·86	2·27	1,225	0·12	0·33	5,543	0·56	1·49	2,338	0·24	0·62	S. I.

30.—*Analysis of operating expenses of*

NOTE.—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to

TABLE F.—EXPENSES OF

Railway.	Medical Department—[F. I. 5 (e).]			Telegraph—[F. I. 5 (f)].			Police—[F. I. 5 (g).]		
	Total amount.	Per train mile.	Per centage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A to G.
265	266	267	268	269	270	271	272	273	274
5′ 6″ Gauge.	Rs.	As.		Rs.	As.		Rs.	As.	
Bengal-Nagpur	5,10,781	0·73	1·05	3,41,235	0·49	0·70	4,61,176	0·66	0·95
Bombay, Baroda and Central India	2,68,228	0·68	0·77	3,44,850	0·86	0·98	4,43,483	1·11	1·26
Eastern Bengal	2,64,659	0·69	0·90	1,37,678	0·36	0·47	3,09,194	0·81	1·06
East Indian	8,13,251	0·46	0·70	5,48,116	0·31	0·47	8,66,446	0·49	0·74
Great Indian Peninsula	6,00,454	0·45	0·65	11,12,889	0·83	1·20	4,27,918	0·32	0·46
Madras and Southern Mahratta	2,31,528	0·59	0·93	1,92,027	0·49	0·77	2,90,634	0·74	1·18
Nizam's State	79,217	0·71	1·15	82,407	0·74	1·20	81,515	0·73	1·18
North Western	5,61,629	0·42	0·49	8,59,382	0·64	0·75	10,49,172	0·79	0·91
South Indian	74,110	0·39	0·82	53,809	0·28	0·60	90,754	0·48	1·00
3′ 3½″ Gauge.									
Assam-Bengal	1,88,200	0·85	1·45	88,962	0·40	0·69	1,22,547	0·55	0·95
Bengal and North-Western	1,21,031	0·24	0·82	1,76,355	0·35	1·20	1,29,833	0·26	0·88
Bombay, Baroda and Central India	2,61,091	0·53	0·97	2,89,996	0·59	1·07	3,96,390	0·81	1·47
Burma	2,94,811	0 67	1·05	2,55,568	0·58	0·91	79,744	0·18	0·28
Eastern Bengal	1,12,975	0·50	0·79	62,487	0·28	0·43	44,575	0·20	0·31
Jodhpur	26,392	0·26	0·49	52,261	0·51	0·98	23,017	0·23	0·43
Madras and Southern Mahratta	1,67,241	0·37	0·91	1,70,868	0·38	0·93	2,12,569	0·46	1·16
Nizam's State	63,484	0·68	1·24	59,556	0·64	1·16	98,032	1·06	1·91
Rohilkund and Kumaon	26,276	0·25	0·82	28,983	0·28	0·91	32,987	0·32	1·03
South Indian	1,79,720	0·30	0·81	1,29,966	0·22	0·59	2,53,129	0·43	1·14
2′ 6″ and 2′ 0″ Gauges.									
Bengal Nagpur	43,629	0·41	1·09	14,492	0·13	0·36	25,890	0·24	0·65
Bombay, Baroda and Central India	764	0·03	0·11	2,281	0·09	0·32	14,725	0·59	2·02
Eastern Bengal	238	0·03	0·18	..	..	..	..	..	..
Great Indian Peninsula	..	..	..	..	..	..	..	..	..
North Western	26,692	0·38	0·45	17,848	0·25	0·30	49,015	0·70	0·82
South Indian	3,050	0·31	0·82	1,748	0·18	0·47	9,681	0·99	2·60

Class I Railways for the year 1933-34—contd.

Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

GENERAL DEPARTMENT—*concld.*

Total General Administration—F. I.			Total Ordinary Repairs and Maintenance—(F. II.)			Replacement and Renewal Total Appropriation F. IV To Depreciation Reserve Fund.			Total expenses of Traffic Department (Total Abstract E)			Railway.
Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	
275	276	277	278	279	280	281	282	283	284	285	286	287
												5′ 6″ Gauge.
Rs.	As.		Rs.	As.		Rs.	As.		Rs.	As.		
37,26,597	5·34	7·64	5,60,977	0·81	1·14	..	..	..	42,87,574	6·15	8·78	B. N.
28,14,444	7·09	8·02	10,856	0·03	0·03	..	..	..	28,25,300	7·12	8·05	B. B. & C. I.
20,36,654	5·34	6·96	2,59,043	0·68	0·89	..	..	..	22,95,697	6·02	7·85	E. B.
63,93,762	3·60	5·49	9,25,810	0·52	0·79	2,36,500	0·13	0·21	75,56,072	4·25	6·49	E. I.
51,84,533	3·88	5·57	9,24,262	0·69	1·00	1,79,802	0·13	0·19	62,88,597	4·70	6·76	G. I. P
18,21,377	4·67	7·36	2,10,981	0·54	0 86	1,17,551	0·30	0·47	21,49,909	5·51	8·69	M. & S. M.
7,32,624	6·56	10·6	63,664	0·57	0·93	..	..	..	7,96,288	7·13	11·6	N. S.
77,00,205	5·78	6·69	7,92,157	0·59	0·69	..	..	..	84,92,362	6·37	7·38	N. W.
7,48,987	3·95	8·30	75,885	0·40	0·84	1,052	0·01	0·01	8,25,924	4·36	9·15	S. I.
												3′ 3¾″ Gauge.
10,96,332	4·03	8·47	65,406	0·29	0·50	29,038	0·13	0·22	11,99,776	5·35	9·19	A. B.
13,15,032	2·58	8·95	2,59,634	0·51	1·77	..	..	..	16,34,651	3·21	11·1	B. & N. W.
23,56,878	4·81	8·72	2,100	0·00	0·01	..	..	..	23,58,978	4·81	8·73	B. B. & C. I.
16,10,587	3·65	5·73	2,18,158	0·49	0·78	..	..	..	18,28,745	4·14	6·51	Burma.
8,55,590	3·77	5·94	97,296	0·43	0·68	..	..	..	9,52,886	4·20	6·62	E. B.
4,73,014	4·65	8·83	91,831	0·90	1·72	..	..	..	5,64,845	5·55	10 6	Jodhpur.
14,33,842	3·14	7·79	2,90,390	0·65	1·57	20,364	0·04	0·11	17,44,596	3·83	9 47	M. & S. M.
5,90,194	6·35	11·5	1,11,169	1·20	2·17	..	..	..	7,01,363	7·55	13·7	N. S.
3,72,284	3·59	11·7	34,990	0·34	1·10	..	..	..	4,07,274	3·93	12 8	R. & K.
19,07,485	3·22	8·61	2,37,509	0·40	1·07	59,737	0·10	0·27	22,42,565	3·78	10·1	S. I.
												2′ 6″ & 2′ 0″ Gauges.
2,65,015	2·47	6 65	51,709	0·48	1·30	..	..	..	3,16,724	2·95	7·95	B. N.
54,122	2·16	7 44	..	..	..	..	..	..	54,122	2·16	7·44	B. B. & C. I.
2,921	0·42	2·25	1,113	0·16	0·85	..	..	..	4,034	0·58	3·10	E. B.
2,152	0·07	0·45	4,052	0·14	0·85	..	..	..	6,214	0·21	1·30	G. I. P.
1,72,222	2·45	2,90	84,917	1·21	1·43	..	..	..	2,57,139	3·66	4·33	N. W.
33 157	3·38	8·90	5,501	0·56	1·48	..	..	..	38,658	3·94	10 4	S. I.

30.—*Analysis of operating expenses of Class I Railways for the year 1933-34*—contd.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	TABLE G.—MISCELLANEOUS EXPENSES.					
	TOTAL GENERAL ADMINISTRATION—(G. I.)			TOTAL MISCELLANEOUS EXPENSES (TOTAL ABSTRACT G.)		
	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.	Total amount.	Per train mile.	Percentage of total working expenses under abstracts A. to G.
288	289	290	291	292	293	294
5′ 6″ GAUGE.	Rs.	As.		Rs.	As.	
Bengal-Nagpur	22,15,662	3·18	4·54	47,74,716	6·85	9·79
Bombay, Baroda and Central India	14,58,475	3·68	4·15	28,36,116	7·15	8·07
Eastern Bengal	13,86,274	3·63	4·74	24,95,554	6·54	8·53
East Indian	42,63,444	2·40	3·66	86,67,681	4·88	7·45
Great Indian Peninsula	34,21,763	2·55	3·68	63,44,939	4·74	6·82
Madras and Southern Mahratta	9,87,747	2·53	3·99	20,12,413	5·16	8·13
Nizam's State	2,19,317	1·96	3·18	5,73,419	5·13	8·32
North Western	30,65,576	2·30	2·67	65,06,654	4·88	5·66
South Indian	2,30,507	1·21	2·55	5,26,073	2·77	5·83
3′ 3¾″ GAUGE.						
Assam-Bengal	4,51,130	2·03	3·48	8,16,595	3·67	6·30
Bengal and North Western	6,78,996	1·33	4·62	7,36,468	1·44	5·01
Bombay, Baroda and Central India	8,20,114	1·67	3·04	18,17,155	3·70	6·73
Burma	10,79,858	2·44	3·84	19,23,450	4·35	6·84
Eastern Bengal	4,48,931	1·98	3·12	9,32,919	4·11	6·48
Jodhpur	1,20,990	1·19	2·26	6,24,479	6·14	11·7
Madras and Southern Mahratta	6,14,750	1·35	3·34	13,47,284	2·96	7·32
Nizam's State	1,66,501	1·79	3·25	4,32,869	4·66	8·45
Rohilkund and Kumaon	1,20,169	1·16	3·77	1,81,695	1·75	5·70
South Indian	8,81,443	1·49	3·98	17,08,445	2·88	7·71
2′ 6″ AND 2′ 0″ GAUGES.						
Bengal-Nagpur	37,722	0·35	0·95	1,32,121	1·23	3·32
Bombay, Baroda and Central India	4,868	0·19	0·67	16,495	0·65	2·27
Eastern Bengal	659	0·09	0·51	1,693	0·24	1·30
Great Indian Peninsula	8,604	0·29	1·82	8,702	0·29	1·84
North Western	62,420	0·89	1·05	1,31,821	1·88	2·22
South Indian	2,731	0·28	0·73	8,560	0·87	2·30

30.—*Analysis of operating expenses of Class I Railways for the year 1933-34*—concld.

TABLES A TO G.

Summary.

NOTE—The figures of expenses given in this table are exclusive of credits on account of materials released from works chargeable to Depreciation Reserve Fund / Replacement and Renewal Works which prior to the year 1932-33 were taken as reduction of expenditure and are since shown as earnings.

Railway.	General Administration.		Ordinary Repairs and Maintenance.		Operating Expenses.		Replacement and Renewal. Appropriation to Depreciation Reserve Fund.		Total.
	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	Total Amount.	Percentage of Total.	
295	296	297	298	299	300	301	302	303	304
5′ 6″ GAUGE.	Rs.		Rs.		Rs.		Rs.		Rs.
Bengal-Nagpur	1,12,38,543	23·0	1,61,62,139	33·1	1,90,49,817	39·1	23,42,508	4·80	4,87,93,007
Bombay, Baroda and Central India	73,76,636	21·0	90,45,916	25·8	1,59,58,048	45·5	27,20,316	7·74	3,51,00,916
Eastern Bengal	58,51,428	20·0	75,80,130	25·9	96,06,542	32·9	62,07,150	21·2	2,92,45,250
East Indian	2,09,53,546	18·0	†2,86,76,433	24·6	4,29,30,649	36·9	2,38,55,430	20·5	†11,64,16,058
Great Indian Peninsula	1,60,88,959	17·3	2,08,26,006	22·4	3,66,80,514	39·4	1,94,26,244	20·9	9,30,21,723
Madras and Southern Mahratta	48,23,418	19·5	69,03,604	27·9	92,78,198	37·5	37,29,605	15·1	2,47,34,925
Nizam's State	16,41,534	23·8	18,25,774	26·5	24,62,766	35·8	9,58,509	13·9	68,88,583
North Western	1,93,10,366	16·8	2,61,13,391	22·7	4,38,86,721	38·2	2,56,97,341	22·3	11,50,07,819
South Indian	18,08,352	20·0	18,35,990	20·3	39,49,596	43·8	14,30,253	15·9	90,24,191
3′ 3⅜″ GAUGE.									
Assam Bengal	30,82,312	23·8	37,68,734	29·1	46,03,139	35·6	14,96,286	11·5	1,29,50,471
Bengal and North Western	32,58,557	22·2	50,06,148	34·1	59,49,035	40·5	4,72,560	3·22	1,46,86,300
Bombay, Baroda and Central India	61,61,699	22·8	78,03,248	28·9	1,04,73,043	38·8	25,74,111	9·53	2,70,12,101
Burma	56,93,466	20·2	69,24,922	24·7	99,41,982	35·4	55,28,260	19·7	2,80,98,630
Eastern Bengal	28,66,234	19·9	32,20,266	22·4	48,07,996	33·4	35,06,621	24·3	1,44,01,117
Jodhpur	11,29,608	21·1	14,47,713	27·0	23,10,042	43·1	4,68,522	8·75	53,55,885
Madras and Southern Mahratta	37,78,166	20·5	49,82,095	27·1	77,25,026	42·0	19,06,936	10·4	1,83,92,223
Nizam's State	13,02,416	25·4	14,72,039	28·7	18,41,964	36·0	5,07,384	9·90	51,23,803
Rohilkund and Kumaon	8,40,753	26·4	9,18,941	28·8	10,71,853	33·6	§3,58,151	11·2	31,89,698
South Indian	52,01,458	23·5	49,42,333	22·3	99,35,236	44·8	20,76,426	9·37	2,21,55,453
2′ 6″ & 2′ 0″ GAUGES.									
Bengal Nagpur	7,41,404	18·6	15,25,604	38·3	13,81,058	34·6	3,37,379	8·47	39,85,445
Bombay, Baroda and Central India	1,10,594	15·2	2,56,730	35·3	3,24,397	44·1	39,193	5·38	7,27,914
Eastern Bengal	8,338	6·41	38,390	29·5	53,880	41·5	29,390	22 6	1,29,993
Great Indian Peninsula	29,452	6·22	1,96,092	41·4	2,47,791	52·4	..	..	4,73,335
North Western	8,28,271	13·9	16,59,972	27·9	19,99,283	33·7	14,57,509	24·5	59,45,035
South Indian	1,09,180	29·3	95,775	25·7	1,38,576	37·2	28,926	7·77	3,72,457

§ Includes Company's share of Rs. 162,216 to be transferrd from Replacements and Renwals to Ordinary repairs and maintenance.
† Includes credits due to value of stores returned to Stock.

81.—*Statement of Oil Consumption on Class I Railways during the years 1932-33 and 1933-34.*

Railway.	Year.	Lubricating oil used on Engines (excluding shunting, siding and Departmental.)				Lubricating oil used on Coaching, Goods, and Departmental Vehicles.	
		Total Pints.		Pints per 100 engine miles.		Total pints.	Pints per 1,000 vehicle miles (in terms of 4 wheelers).
		Passenger and mixed Services.	Goods Services.	Passenger and mixed Services.	Goods Services.		
1	2	3	4	5	6	7	8
5' 6" Gauge.							
Bengal Nagpur	*1932-33*	*348,040*	*399,530*	*6·27*	*6·82*	*516,223*	*1·67*
	1933-34	327,362	425,469	5·80	6·78	538,453	1·61
Bombay, Baroda and Central India	*1932-33*	*351,183*	*134,142*	*7·67*	*7·25*	*307,478*	*1·77*
	1933-34	327,751	141,220	7·16	7·17	178,891	0·97
Eastern Bengal	*1932-33*	*379,803*	*90,402*	*8·71*	*7·76*	*200,415*	*1·50*
	1933-34	395,495	99,451	8·60	7·60	206,937	1·39
East Indian	*1932-33*	*1,484,298*	*1,011,157*	*8·60*	*8·54*	*1,340,157*	*1·48*
	1933-34	1,423,652	1,093,642	8·23	8·06	1,336,097	1·44
Great Indian Peninsula	*1932-33*	*950,335*	*708,445*	*7·95*	*10·5*	*617,757*	*1·33*
	1933-34	927,466	787,131	7·64	11·2	754,890	1·58
Madras and Southern Mahratta	*1932-33*	*429,126*	*184,209*	*9·38*	*10·4*	*262,197*	*1·87*
	1933-34	417,290	198,295	9·31	10·3	274,452	1·84
Nizam's State	*1932-33*	*97,726*	*57,328*	*8·17*	*8·27*	*51,162*	*1·30*
	1933-34	98,928	46,167	7·76	8·22	46,400	1·11
North Western	*1932-33*	*1,350,172*	*744,573*	*8·47*	*11·5*	*1,189,638*	*2·13*
	1933-34	1,400,236	761,314	8·70	11·6	1,353,314	2·36
South Indian	*1932-33*	*255,750*	*58,945*	*9·37*	*9·18*	*53,381*	*1·07*
	1933-34	260,606	59,264	9·70	9·26	67,882	1·28
Total	*1932-33*	*5,646,933*	*3,388,731*	*8·28*	*9·16*	*4,545,408*	*1·64*
	1933-34	5,578,786	3,521,863	8·14	9·09	4,757,316	1·67
3' 3⅜" Gauge.							
Assam Bengal	*1932-33*	*176,105*	*25,687*	*5·73*	*6·44*	*146,363*	*1·62*
	1933-34	189,129	23,951	5·73	7·75	136,049	1·43
Bengal and North Western	*1932-33*	*290,374*	*107,298*	*4·73*	*4·98*	*233,313*	*1·19*
	1933-34	275,068	117,396	4·56	4·95	234,494	1·15
Bombay, Baroda and Central India	*1932-33*	*342,046*	*136,125*	*5·52*	*5·69*	*353,324*	*1·61*
	1933-34	319,420	136,911	5·65	5·56	344,088	1·56
Burma	*1932-33*	*327,027*	*168,869*	*6·60*	*10·1*	*174,297*	*1·00*
	1933-34	333,155	189,122	6·61	10·1	168,061	0·90
Eastern Bengal	*1932-33*	*165,909*	*52,510*	*6·86*	*5·37*	*114,436*	*1·10*
	1933-34	170,217	58,976	6·63	5·44	114,034	1·03
Jodhpur	*1932-33*	*83,501*	*15,116*	*5·96*	*5·36*	*45,785*	*0·96*
	1933-34	83,721	15,678	5·77	5·15	47,502	0·97
Madras and Southern Mahratta	*1932-33*	*332,614*	*197,516*	*6·72*	*7·90*	*158,415*	*1·02*
	1933-34	330,245	209,688	6·70	7·94	138,660	0·89
Nizam's State	*1932-33*	*86,137*	*32,663*	*7·27*	*9·28*	*23,881*	*0·84*
	1933-34	80,521	30,546	6·97	8·36	20,910	0·74
Rohilkund and Kumaon	*1932-33*	*67,153*	*5,101*	*4·48*	*3·27*	*49,568*	*1·59*
	1933-34	62,993	5,897	4·20	3·21	44,060	1·39
South Indian	*1932-33*	*399,987*	*86,939*	*5·68*	*5·52*	*269,048*	*1·61*
	1933-34	406,848	91,893	5·71	5·83	269,421	1·57
Total	*1932-33*	*2,270,353*	*827,824*	*5·84*	*6·64*	*1,568,430*	*1·29*
	1933-34	2,251,317	880,058	5·81	6·68	1,517,279	1·21

31.—*Statement of Oil Consumption on* ***Class I Railways*** *during the years 1932-33 and 1933-34.*—concld.

Railway.	Year.	Lubricating oil used on Engines including Departmental.	
		Total pints (all engines).	Pints per 100 Engine miles (all Engines).
1	2	3	4
2′ 6″ AND 2′ 0″ GAUGES.			
Bengal Nagpur	*1932-33*	*84,344*	*4·08*
	1933-34	84,291	3·92
Bombay, Baroda and Central India	*1932-33*	*26,561*	*5·99*
	1933-34	25,643	5·81
Eastern Bengal	*1932-33*	*6,879*	*6·17*
	1933 34	7,241	6·41
Great Indian Peninsula	*1932-33*	*49,250*	*9·59*
	1933-34	51,439	9·94
North Western	*1932-33*	*124,844*	*8·58*
	1933-34	118,427	8·72
South Indian	*1932-33*	*8,061*	*4·62*
	1933-34	7,485	4·49
Total	*1932-33*	*299,939*	*6·33*
	1933-34	294,526	6·21

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1932-33 and 1933-34.*

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Physical Statistics.				
1. Sections electrified		(1) Churchgate to Grant Road, (2) Grant Road to Bandra through lines, (3) Grant Road to Bandra Local Lines, (4) Bandra to Borivli Local Lines.	(1) Victoria Terminus to Kurla (Harbour Branch); (2) Ravli to Mahim, (3) Victoria Terminus to Kalyan (local and through): (4) Kalyan to Poona and Igatpuri.	Madras Beach to Tambaram.
2. *Date* of first opening for public service ..		5th January 1928.	3rd February 1925.	11th May 1931.
3. Mileage equipped for electric service on 31st March				
3·01. Route mileage	*1933* ..	*21·25*	*181·70*	*18·14*
	1934 ..	21·25	181·70	18·14
3·02. Track mileage (excluding sidings) ..	*1933* ..	*60·54*	*425·90*	*36·28*
	1934 ..	60·54	425·90	36·28
4. Mileage open for electric service on 31st March.	*1933* ..	*21·25*	*181·70*	*18·14*
	1934 ..	21·25	181·70	18·14
5. No. of sub-power stations on 31st March ..	*1933* ..	*3*	*15*	*3*
	1934 ..	3	15	4
6. No. of electric railway stations on 31st March	*1933* ..	*21*	*60*	*14*
	1934 ..	21	60	14
7. Mileage of transmission cable on 31st March ..	*1933* ..	(*a*)*58*	*376·12*	‡*65·06*
	1934 ..	†61	376·12	‡65·06
Rolling Stock.				
8. Average authorised stock (in units)—				
8·01. Motor coaches	*1932-33* ..	*40*	*53*	*17*
	1933-34 ..	40	§53	24
8·02. Trailer coaches	*1932-33* ..	*120*	*153*	*34*
	1933-34 ..	120	153	48
9. Average number on line (in units)—				
9·01. Motor coaches	*1932-33* ..	*40*	*53*	*17*
	1933-34 ..	40	§53	19
9·02. Trailer coaches	*1932-33* ..	*120*	*153*	*34*
	1933-34 ..	120	153	37
9·03. Train units*	*1932-33* ..	*40*	*51*	*17*
	1933-34 ..	40	51	19
10. Average number under or awaiting repairs (in units)—				
10·01 Motor coaches	*1932-33* ..	*2*	*8*	..
	1933-34 ..	1	11	1
10·02. Percentage of item 9·01	*1932-33* ..	*3·96*	*15·1*	*0·35*
	1933-34 ..	2·92	20·8	3·74
10·03. Trailer coaches	*1932-33* ..	*5*	*19*	..
	1933-34 ..	4	17	1
10·04. Percentage of item 9·02	*1932-33* ..	*3·96*	*12·4*	*0·35*
	1933-34 ..	2·92	11·1	3.74

* A "train unit" is a motor coach and three trailers.
† Overhead 26·50 miles and underground 34·50 miles.
‡ Overhead 43·16 miles and underground 21·90 miles.
§ Includes 2 spare motor coaches.
(*a*) Overhead 26·50 miles and underground 31·50 mile

32.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1932-33 and 1933-34*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Rolling Stock—contd.				
11. Average number available for use (in units)—				
11·01. Motor coaches	*1932-33* ..	*38*	*45*	*17*
	1933-34 ..	39	42	18
11·02. Trailer coaches	*1932-33* ..	*115*	*134*	*34*
	1933-34 ..	116	136	36
12. Average number in use daily (in units)—				
12·01. Motor coaches	*1932-33* ..	*34*	*38*	*14*
	1933-34 ..	35	37	14
12·02. Trailer coaches	*1932-33* ..	*103*	*114*	*28*
	1933-34 ..	104	111	28
12·03. Train units*	*1932-33* ..	*34*	*38*	*14*
	1933-34 ..	35	37	14
13. Average number spare or stored in good repair (in units)—				
13·01. Motor coaches	*1932-33* ..	*4*	*7*	*3*
	1933-34 ..	4	5	4
13·02. Trailer coaches	*1932-33* ..	*12*	*20*	*6*
	1933-34 ..	12	25	8
Operating Statistics.				
14. Train miles—Passenger—				
14·01. Total unit traffic trains	*1932-33* ..	*173,582*	*814,745*	*72,797*
	1933-34 ..	159,472	824,136	205,702
14·02. Total two unit traffic trains	*1932-33* ..	*826,370*	*1,129,966*	*500,746*
	1933-34 ..	943,895	1,112,438	334,870
14·02(a). Total three unit traffic trains ..	*1932-33* ..	*Nil*	*Nil*	*3,528*
	1933-34 ..	Nil	Nil	8,486
14·02 (b) Total four unit traffic trains ..	*1932-33* ..	*Nil*	*Nil*	*Nil*
	1933-34 ..	Nil	Nil	52
14·03. Total traffic trains	*1932-33* ..	*1,826,322*	*3,074,677*	*1,084,873*
	1933-34 ..	2,047,262	3,049,012	901,108
14·04. Other trains	*1932-33* ..	*38,006*	*3,950*	*64*
	1933-34 ..	35,619	26	Nil
15. Hours—				
15·01. Traffic trains	*1932-33* ..	*97,445*	*137,085*	*50,528*
	1933-34 ..	103,171	135,413	41,035
15·02. Other	*1932-33* ..	*2,846*	*26,916*	*2*
	1933-34 ..	2,698	27,885	Nil
15·03. Total	*1932-33* ..	*100,291*	*164,001*	*50,530*
	1933-34 ..	105,869	163,298	41,035
16. Vehicle miles (in units)—				
16·01. Passenger trains	*1932-33* ..	*7,305,288*	*12,298,708*	*3,254,619*
	1933-34 ..	8,189,048	12,196,048	2,703,216
16·02. Other trains	*1932-33* ..	*152,024*	*15,800*	*192*
	1933-34 ..	142,476	104	Nil

* A "train unit" is a motor coach and three trailers.

12.—*Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1932-33 and 1933-34*—contd.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—contd.				
17. Train usage—				
17·01. Train unit miles per day per train unit in use.	*1932-33* ..	*148*	*222*	*212*
	1933-34 ..	164	226	176
17·02. Train unit miles per day per train unit on line.	*1932-33* ..	*128*	*165*	*175*
	1933-34 ..	143	164	132
18. Train usage—				
18·01. Train unit hours per day per train unit in use.	*1932-33* ..	*7·98*	*11·8*	*9·89*
	1933-34 ..	8·33	12·1	8·03
18·02. Train unit hours per day per train unit on line.	*1932-33* ..	*6·87*	*8·81*	*8·14*
	1933-34 ..	7·25	8·77	6·03
19. Vehicle usage—				
19·01. Motor coach miles per day per motor coach on line (in units).	*1932-33* ..	*128*	*165*	*175*
	1933-34 ..	143	164	132
19·02. Trailer coach miles per day per trailer coach unit on line.	*1932-33* ..	*128*	*165*	*175*
	1933-34 ..	143	164	132
20. Motor coach failures—				
20·01. Number	*1932-33* ..	*1*	*39*	*21*
	1933-34 ..	2	61	20
20·02. Motor coach miles per motor coach failure (in units).	*1932-33* ..	*207,148*	*78,939*	*51,664*
	1933-34 ..	115,716	49,984	45,055
21. Power supply failures—				
21·01. Failures originating at source of supply	*1932-33* ..	*Nil*	*Nil*	*9*
	1933-34 ..	Nil	Nil	7
21·02. Failures originating at sub-station	*1932-33* ..	*Nil*	*2*	*29*
	1933-34 ..	Nil	1	10
21·03. Failures on account of overhead track equipment.	*1932-33* ..	*Nil*	*9*	*1*
	1933-34 ..	Nil	3	9
22. Number of passengers carried—				
22·01. First Class	*1932-33* ..	*27,131*	*14,806*	**5,443*
	1933-34 ..	23,474	17,536	6,753
22·02. Second Class	*1932-33* ..	*1,561,580*	*680,901*	**136,546*
	1933-34 ..	1,517,153	644,514	153,145
22·03. Third Class	*1932-33* ..	*31,958,837*	*30,017,056*	**7,166,963*
	1933-34 ..	32,090,681	28,191,060	7,549,777
22·04. Total	*1932-33* ..	*33,547,548*	*30,712,763*	**7,308,952*
	1933-34 ..	33,631,308	28,853,110	7,709,675

* Revised figures.

32.—Statement of Electric Multiple Unit Suburban Train Statistics of the Bombay, Baroda and Central India, Great Indian Peninsula and South Indian Railways for the years 1932-33 and 1933-34—concld.

Particulars.	Year.	Results.		
		Bombay, Baroda and Central India Railway.	Great Indian Peninsula Railway.	South Indian Railway.
1	2	3	4	5
Operating Statistics—concld.				
23. Passenger miles—				
23·01. First Class	*1932-33* ..	*195,633*	*178,444*	**30,509*
	1933-34 ..	197,912	227,658	42,710
23·02. Second Class	*1932-33* ..	*10,275,378*	*4,749,270*	**945,524*
	1933-34 ..	10,381,803	4,667,037	1,081,027
23·03. Third Class	*1932-33* ..	*223,336,401*	*207,770,494*	**47,382,564*
	1933-34 ..	232,006,188	206,189,834	48,774,905
23·04. Total	*1932-33* ..	*233,807,412*	*212,698,208*	**48,358,597*
	1933-34 ..	242,585,903	211,084,529	49,898,642
24. Earnings from passengers carried—				
24·01. First Class	*1932-33* ..	*10,390*	*8,582*	**1,409*
	1933-34 ..	8,593	7,997	1,568
24·02. Second Class	*1932-33* ..	*2,44,148*	*1,17,136*	**15,826*
	1933-34 ..	2,38,544	1,09,533	17,253
24·03. Third Class	*1932-33* ..	*26,55,719*	*25,22,382*	**655,383*
	1933-34 .	28,00,011	24,73,593	670,144
24·04. Total	*1932-33* ..	*29,10,257*	*26,48,100*	**672,618*
	1933-34 ..	30,47,148	25,91,123	688,965
25. Earnings from, and cost of, electric train working—				
25·01. Earnings per passenger mile. Pies	*1932-33* ..	*2·39*	*2·39*	**2·68*
	1933-34 ..	2·41	2·36	2·65
25·02. Cost per passenger mile. Pies	*1932-33* ..	*1·66*	*3·08*	**1·99*
	1933-34 ..	1·84	3·22	1·67
25·03. Earnings per train mile. Rs.	*1932-33* ..	*1·65*	*0·86*	*0·62*
	1933-34 ..	1·50	0·85	0·76
25·04. Cost per train mile. Rs.	*1932-33* ..	*1·11*	*1·11*	*0·41*
	1933-34 ..	1·11	1·16	0·46
26. Gross ton miles (including Departmental)	*1932-33* ..	*392,348,295*	*554,920,784*	**81,621,688*
	1933-34 ..	437,067,105	549,867,078	68,390,546
27. Power used—				
27·01. Total power for traction and train lighting kilo-watt hours.	*1932-33* ..	*24,285,200*	*37,645,787*	*7,427,229*
	1933-34 ..	29,235,589	37,344,798	6,016,425
27·02. Kilo-watt hours per train unit mile	*1932-33* ..	*13·0*	*12·6*	*6·53*
	1933-34 ..	14·0	12·6	6·37
27·03. Kilo-watt hours per 1,000 gross ton miles	*1932 33* ..	*61·8*	*70·0*	**76·6*
	1933 34 ..	66·9	70·0	73.1
28. Lubricating oil used for all purposes (including Departmental)—				
28·01. Total pints	*1932-33* ..	*48,079*	*147,111*	*16,055*
	1933-34 ..	45,945	140,427	12,499
28·02. Pints per 1,000 vehicle miles	*1932-33* ..	*6·45*	*11·9*	*4·93*
	1933-34 ..	5·51	11·5	4·62

* Revised figures.

33.—*Statement of Steam Coach and Rail Motor Performances on Class I Railways during the years 1932-33 and 1933-34.*

(*i*) Steam Coach Performance.

Railway.	Years.	Average authorised stock (in units).	Average number on line (in units).	Steam Coach miles (in thousands).	Steam coach miles per steam coach day.	Steam coach failures.		Lbs. of coal consumed per steam coach mile.
						Number.	Steam coach miles per steam coach failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
Bengal-Nagpur	*1932-33*	*2*	*2*	*7*	*10·1*	*Nil*	*Nil*	*37·8*
	1933-34	2	2	9	12·1	Nil	Nil	28·4
Eastern Benga	*1932-33*	*1*	*1*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1933-34	1	1	Nil	Nil	Nil	Nil	Nil
East Indian	*1932-33*	*3*	*3*	*35*	*32·3*	*3*	*11,778*	*11·4*
	1933-34	3	3	47	42·7	5	9,359	10·7
Great Indian Peninsula	*1932-33*	*4*	*1*	*18*	*49·0*	*Nil*	*Nil*	*29·3*
	1933-34	1	1	Nil	Nil	Nil	Nil	Nil
North-Western	*1932-33*	*4*	*7*	*148*	*58·1*	*5*	*29,666*	*18·6*
	1933-34	8	7	163	64·0	Nil	Nil	17·6
Total	*1932-33*	*14*	*14*	*208*	*40·9*	*8*	*26,119*	*19·0*
	1933-34	15	14	219	42·9	5	43,806	16·6
3′ 3⅜″ Gauge.								
Bombay, Baroda & Central India.	*1932-33*	*3*	*3*	*90*	*82·0*	*Nil*	*Nil*	*16·1*
	1933-34	3	3	82	74·0	Nil	Nil	16·9
Eastern Bengal	*1932-33*	*2*	*2*	*7*	*10·1*	*Nil*	*Nil*	*26·3*
	1933-34	2	2	12	16·0	3	3,905	26·4
Nizam's State	*1932-33*	*2*	*2*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*
	1933-34	2	2	5	7·00	Nil	Nil	22·3
Total	*1932-33*	*7*	*7*	*97*	*38·1*	*Nil*	*Nil*	*16·8*
	1933-34	7	7	99	38·8	3	32,889	18·4
[2′ 6″ and 2′ 0″ Gauges.								
Bengal Nagpur	*1932-33*	*3*	*3*	*35*	*31·5*	*4*	*8,629*	*20·2*
	1933-34	3	3	16	14·5	2	7,962	20·5
North Western	*1932-33*	*3*	*2*	*56*	*63·9*	*1*	*56,464*	*13·8*
	1933-34	3	3	7	6·63	Nil	Nil	15·1
Total	*1932-33*	*6*	*5*	*91*	*49·9*	*5*	*18,196*	*16·2*
	1933-34	6	6	23	10·5	2	11,593	18·8

(*ii*) Rail Motor Performance.

Railway.	Years.	Average authorised stock.	Average number on line.	Rail motor miles (in thousands).	Rail motor miles per rail motor day.	Rail motor failures.		Gallons of fuel consumed per 100 rail motor miles.
						Number.	Rail motor miles per rail motor failure.	
1	2	3	4	5	6	7	8	9
5′ 6″ Gauge.								
North-Western	*1932-33*	*2*	*2*	*5*	*7·51*	*1*	*5,479*	*9·42*
	1933-34	1	1	4	10·0	Nil	Nil	8·52
3′ 3⅜″ Gauge.								
South Indian	*1932-33*	*3*	*3*	*25*	*23·3*	*1*	*25,477*	*14·8*
	1933-34	3	3	27	24·4	Nil	Nil	15·0
2′ 6″ Gauge.								
North-Western.	*1932-33*	*9*	*10*	*80*	*22·3*	*3*	*26,791*	*16·3*
	1933-34	7	7	65	25·5	1	65,159	18·6

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1934.*

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on Railway service). ‡ Passenger carriages. Number.	Seats by classes. 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	Goods Wagons‡ (excluding wagons used exclusively on Railway service). Covered and open wagons.	Special wagons.	Total.	Railway service vehicles. ‡ Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3⅜" Gauge.																
Bengal Dooars	19	..	..	..	59	125	93	374	2,608	8	67	435	15	450	5	10
Bhavnagar State	33	1	..	..	125	174	416	..	6,305	44	169	737	9	746	10	15
Bikaner State	55	..	..	..	135	196	264	378	6,302	34	169	1,212	..	1,212	15	54
Dibru-Sadiya	32	..	..	..	46	167	128	147	2,461	20	66	1,463	118	1,581	8	4
Gaekwar's Baroda State	19	..	..	..	124	54	72	..	4,016	..	124	299	7	306	2	9
Gondal	23	..	..	..	91	158	348	..	2,840	23	114	408	..	408	4	31
Jamnagar and Dwarka	21	2	..	..	49	79	184	..	1,591	18	67	604	4	608	5	4
Junagad State	17	..	..	..	110	122	361	..	2,536	13	123	303	14	317	7	16
Morvi	20	2	..	..	95	152	288	..	2,831	25	120	252	..	252	..	2
Mysore	38	1	..	..	133	121	262	243	5,014	24	157	534	..	534	24	31
Total	277	6	..	..	967	1,318	2,416	1,142	36,504	209	1,176	6,247	167	6,414	80	176
2' 6" Gauge.																
Barsi Light	35	1	2	..	117	104	278	..	4,963	31	120	275	3	278	1	14
Gaekwar's Baroda State	39	2	(*b*)5	..	302	98	180	..	6,295	11	313	1,246	26	1,272	13	21
Mysore	7	..	..	..	27	30	54	..	1,186	..	27	77	..	77	2	10
Shahdara (Delhi) Saharanpur Light.	10	..	..	..	49	12	36	84	1,277	1	50	225	4	229	4	1
Total	91	3	7	..	495	244	548	84	13,721	15	510	1,823	33	1,856	20	46
2' 0" Gauge.																
Darjeeling-Himalayan	35	2	..	..	109	234	266	..	2,205	26	135	530	..	530	..	..
Howrah-Amta Light	19	..	..	..	124	88	..	320	2,752	13	137	80	..	80	2	1
Mysore	6	..	..	..	5	..	16	..	108	..	5	47	..	47	..	2
Total	60	2	..	..	238	322	282	320	5,065	39	277	657	..	657	2	3
Class III Railways.																
3' 3⅜" Gauge.																
Porbandar State	6	..	..	..	17	12	55	..	539	8	25	332	3	335	2	12
Udaipur-Chitorgarh	12	..	..	..	47	40	78	80	1,960	11	58	85	..	85	2	..
Total	18	..	..	..	64	52	133	80	2,499	19	83	417	3	420	4	12
2' 6" Gauge.																
Ahmadpur-Katwa	5	..	..	..	19	18	18	64	448	*4	23	22	..	22	..	..
Arrah-Sasaram Light	6	..	..	..	31	32	..	86	710	4	35	73	..	73	2	1
Bankura-Damodar River.	(*a*) 9	..	..	..	27	21	21	112	632	*6	33	72	..	72	..	(*c*)1
Baraset-Basirhat Light	9	..	..	..	41	71	..	137	1,188	3	44	64	..	64	2	2
Carried over	29	..	..	..	118	142	39	399	2,978	17	135	231	..	231	4	4

* Brake vans.
† Inspection saloon.
‡ In units.

(*a*) Includes 3 Satpura type Locomotives not in use.
(*b*) Includes 4 Internal Combustion Coaches.
(*c*) Inspection motor trollies.

34.—*Statement of Equipment showing the actual stock running on* ***Class II and III Railways*** *on 31st March 1934*—concld.

Railway.	Locomotives.	Rail Motor Cars.	Steam Coaches.	Electric Motor Coaches.	Coaching Vehicles (excluding vehicles used exclusively on Railway service). ‡ Passenger carriages: Number.	Seats by classes: 1st.	2nd.	Inter.	Third.	Other coaching vehicles.	Total.	Goods Wagons‡ (excluding wagons used exclusively on Railway service). Covered and open wagons.	Special wagons.	Total.	Railway service vehicles. Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling cranes and Dummy Trucks).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Brought forward .	29	..	..	..	118	142	39	399	2,978	17	135	231	..	231	4	4
CLASS III RAILWAYS—*conc'd.*																
2' 6" Gauge.																
Bengal Provincial .	7	..	..	..	24	20	20	82	502	*2	26	55	..	55	1	2
Bukhtiarpur-Behar Light.	5	..	..	..	20	34	28	126	442	3	23	68	..	68	1	2
Burdwan-Katwa .	6	..	..	..	22	18	18	96	512	*4	26	36	..	36	..	§1
Cutch State .	5	1	..	..	16	..	90	..	424	..	16	39	..	39	..	2
Dehri-Rohtas Light	6	3	1	..	8	20	..	12	170	3	11	129	..	129	2	3
Dholpur-State .	6	..	..	..	9	22	..	..	404	..	9	116	3	119	..	2
Futwah-Islampur .	3	..	..	..	8	12	..	39	350	..	8	28	..	28	1	..
Kalighat-Falta .	10	..	..	..	38	30	34	112	1,080	*8	46	45	..	45	..	..
Tezpore-Balipara Light.	4	..	..	..	19	18	..	40	670	4	23	91	..	91	..	..
Total .	81	4	1	..	282	316	229	906	7,532	41	323	838	3	841	9	16
2' 0" Gauge.																
Gwalior Light .	26	..	..	..	74	44	130	..	2,091	17	91	353	..	353	8	9
Howrah-Sheakhala Light.	4	..	..	..	25	28	..	54	667	1	26	11	..	11	..	2
Jagadhri Light .	4	..	..	..	4	6	..	14	84	*1	5	7	..	7	..	..
Jorhat (Provincial) .	6	1	..	..	19	22	22	90	403	5	24	75	1	76	..	3
Kulasekarapatnam Light.	†4	7	..	..	24	..	..	..	768	..	24	45	..	45	..	2
Matheran Light .	4	3	..	..	30	65	70	..	128	2	32	20	*2	22	2	(a) 2
Trivellore Light .	1	3	..	..	14	..	..	..	94	..	14	4	1	5	..	1
Total ..	49	14	..	..	190	165	222	158	4,235	26	216	515	4	519	10	19

* Brake vans.
† Motor Locomotives.
‡ In units.
§ Inspection motor trollies.
(a) Includes one motor trolly.

35.—*Statement of Net Additions to and reductions from Equipment of* ***Class II and III Railways*** *during the year 1933-34.*

Railway.	Locomotives.	Rail-Motor cars.	Steam coaches.	Electric Motor Coaches.	†Coaching vehicles (excluding vehicles used exclusively on railway service).							†Goods wagons (excluding wagons used exclusively on railway service).			†Railway Service Vehicles.	
					Passenger carriages.					Other coaching vehicle	Total					
					No.	Seats by Classes.						Covered and open wagons.	Special wagons.	Total.	Coaching (including officers' carriages).	Goods (including inspection trollies, Travelling Cranes and Dummy Trucks).
						1st.	2nd.	Inter.	Third.							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Class II Railways.																
3' 3½" Gauge.																
Bengal Docars	..	..	..	..	..	..	..	..	..	1	1	..	..	..	..	..
Bhavnagar State	2	..	..	..	..	6	32	..	972	..	..	2	..	2	..	1
Bikaner State	..	..	..	..	..	—11	9	..	—44	—5	—5	3	..	3	5	—3
Dibru Sadiya	..	..	..	..	..	..	..	16	—24	..	..	—18	—1	—19	..	..
Gaekwer's Baroda State	19	..	..	..	124	54	72	..	4,016	..	124	299	7	306	2	9
Gondal	..	..	..	..	1	10	..	..	—89	..	1	—12	..	—12	..	..
Jamnagar and Dwarka	..	..	..	..	—8	—10	6	..	—322	..	—8	—17	..	—17	1	..
Junagad State	—2	..	..	..	32	—8	8	..	202	4	36	9	2	11	2	..
Morvi	..	1	..	..	1	..	..	..	42	..	1	..	..	..	..	..
Mysore	4	..	..	..	2	..	..	..	90	..	2	..	..	..	..	—1
Total	23	1	..	..	152	41	127	16	4,843	..	152	266	8	274	10	6
2' 6" Gauge																
Barsi Light	..	..	..	..	—2	..	..	..	—8	2	..	..	..	..	..	..
Gaekwar's Baroda State	—1	..	..	..	—6	..	..	..	—138	..	—6	—11	..	—11	..	..
Total	—1	..	..	..	—8	..	..	..	—146	2	—6	—11	..	—11	..	..
2' 0" Gauge.																
Darjeeling Himalayan	..	..	..	..	—1	..	..	..	—16	..	—1	—1	..	—1	..	.
Howrah-Amta Light	..	..	..	..	—5	..	..	—4	47	..	—5	—2	..	—2	..	..
Mysore	..	..	..	..	..	..	..	..	..	..	..	3	..	3	..	..
Total	..	..	..	..	—6	..	..	—4	31	..	—6	..	..	..	..	..
Class III Railways.																
3' 3½" Gauge.																
Porbandar	..	..	..	..	—1	..	—4	..	—20	..	—1	—1	..	—1	..	2
Udaipur-Chitorgarh	..	..	..	..	2	—6	..	..	120	..	2	4	..	4	..	..
Total	..	..	..	..	1	..	—10	..	100	..	1	3	..	3	..	2
2' 6" Gauge.																
Arrah-Sasaram Light	..	..	..	..	—4	..	..	..	—20	..	—1	..	..	..	..	..
Baraset Basirhat Light	..	..	..	..	—3	..	..	3	—80	—1	—4	..	..	..	..	1
Bengal (Provincial)	—1	..	..	..	—4	..	..	..	—112	..	—4	—7	..	—7	..	..
Bukhtiarpur-Bihar Light	..	..	..	..	—2	..	..	23	16	..	—2	..	..	..	—1	1
Dehri Rohtas	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..
Dholpur State	..	..	..	..	..	..	..	..	..	..	..	—1	..	—1	..	1
Futwah-Islampur	..	..	..	..	..	..	..	..	—2	..	..	..	..	..	..	..
Tezpore-Balipara	..	..	..	..	..	—14	..	—20	2	..	..	..	..	..	..	..
Total	—1	..	1	..	—10	—14	..	6	—196	—1	—11	—8	..	—8	—1	3
2' 0" Gauge.																
Gwalior Light	..	..	..	..	13	..	8	..	364	—3	10	—2	..	—2	1	1
Howrah Sheakhala	..	..	..	..	—4	..	..	—2	59	..	—4	—1	..	—1	..	..
Kulasekarapatnam Light	..	1	..	..	..	..	..	..	30	..	..	..	..	..	..	1
Matheran Light	..	..	..	..	1	5	6	..	..	..	1	—3	..	—3	..	..
Trivellore Light	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	..
Total	..	1	..	..	10	5	14	—2	453	—3	7	—5	..	—5	1	

†In units.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of*

Railway.	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds). 1st.	2nd.	Inter.	3rd.	Total.	Other traffic.	Passengers carried (in hundreds). 1st.	2nd.	Inter.	3rd.	Total (= Cols 8+9).
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class II Railways.													
Barsi Light	2′ 6″	*1932-33*	*1*	*3,4*	..	*1,009,1*	*1,012,6*	*141,2*	*2*	*4,2*	..	*1,149,4*	*1,153,8*
		1933-34	1	3,2	..	922,4	925,7	139,3	1	4,0	..	1,060,9	1,065,0
Bengal Doors	3′ 3⅜″	*1932-33*	*1,0*	*2,1*	*17,8*	*1,085,9*	*1,106,8*	*42,1*	*1,2*	*2,4*	*18,8*	*1,126,5*	*1,142,9*
		1933-34	1,1	2,1	18,4	1,052,9	1,074,5	44,4	1,3	2,5	19,4	1,095,7	1,118,9
Bhavnagar State	3′ 3⅜″	*1932-33*	*1,0*	*21,4*	..	*2,523,3*	*2,545,7*	*343,0*	*1,6*	*28,9*	..	*2,858,2*	*2,888,7*
		1933-34	9	20,6	..	2,390,9	2,412,4	435,7	1,6	26,6	..	2,819,9	2,848,1
Bikaner State	3′ 3⅜″	*1932-33*	*7*	*4,2*	*12,9*	*1,808,1*	*1,825,9*	*170,0*	*1,0*	*5,8*	*15,0*	*1,974,1*	*1,995,9*
		1933-34	6	4,7	11,6	1,671,8	1,688,7	158,1	9	6,1	13,7	1,826,1	1,846,8
Darjeeling Himalayan	2′ 0″	*1932-33*	*7*	*10,3*	..	*512,4*	*523,4*	*11,9*	*1,4*	*13,4*	..	*520,5*	*535,3*
		1933-34	6	10,4	..	567,3	578,3	11,7	1,1	13,5	..	575,4	590,0
Dibru Sadiya	3′ 3⅜″	*1932-33*	*4,1*	*5,4*	*24,3*	*1,533,4*	*1,567,2*	*69,8*	*4,7*	*5,9*	*26,5*	*1,599,9*	*1,637,0*
		1933-34	3,9	6,3	27,1	1,391,3	1,428,6	56,2	4,2	6,8	28,6	1,445,2	1,484,8
Gaekwar's Baroda State	3′ 3⅜″	*1932-33*	*Formed Part of 3′ 3⅜″ gauge of B. B. & C. I. Ry.*										
		1933-34	2	6,4	..	3,170,0	3,176,6	702,2	7	10,9	..	3,867,2	3,878,8
	2′ 6″	*1932-33*	*4*	*11,2*	*8,4*	*2,984,7*	*3,004,3*	*202,9*	*5*	*11,9*	*8,4*	*3,186,8*	*3,207,6*
		1933-34	7	18,3	..	2,854,3	2,873,3	189,6	7	19,3	..	3,042,9	3,062,9
Gondal	3′ 3⅜″	*1932-33*	*5*	*15,7*	..	*1,661,8*	*1,678,0*	*808,2*	*1,4*	*30,5*	..	*2,454,3*	*2,486,2*
		1933-34	5	15,1	..	1,670,1	1,685,7	771,9	1,5	29,9	..	2,426,2	2,457,6
Howrah-Amta Light	2′ 0″	*1932-33*	*0,4*	..	*64,8*	*2,426,2*	*2,496,4*	*2*	*5,4*	..	*64,8*	*2,426,4*	*2,496,6*
		1933-34	4,0	..	50,4	2,435,8	2,490,2	3	4,0	..	50,4	2,436,1	2,490,5
Jamnagar Dwarka	3′ 3⅜″	*1932-33*	*8*	*7,6*	..	*611,9*	*620,3*	*92,0*	*1,2*	*10,4*	..	*700,7*	*712,3*
		1933-34	1,1	8,0	..	614,6	623,7	84,9	1,4	10,5	..	696,7	708,6
Junagad State	3′ 3⅜″	*1932-33*	*7*	*19,1*	..	*1,546,7*	*1,566,5*	*232,8*	*1,1*	*24,3*	..	*1,773,9*	*1,799,3*
		1933-34	8	18,9	..	1,695,5	1,715,2	243,1	1,1	24,0	..	1,933,2	1,958,3
Morvi	3′ 3⅜″	*1932-33*	*9*	*10,1*	..	*603,4*	*614,4*	*338,5*	*2,3*	*22,2*	..	*928,4*	*952,9*
		1933-34	8	9,3	..	623,9	634,0	319,4	2,0	20,4	..	931,0	953,4
Mysore	3′ 3⅜″	*1932-33*	*1,4*	*19,4*	*43,3*	*2,966,0*	*3,030,1*	*99,5*	*1,6*	*20,9*	*44,8*	*3,062,3*	*3,129,6*
		1933-34	1,7	20,4	40,6	3,089,4	3,151,5	98,8	1,9	21,8	41,6	3,185,0	3,250,3
	2′ 6″	*1932-33*	..	*1,5*	..	*590,8*	*592,3*	*15,6*	..	*1,6*	..	*606,3*	*607,9*
		1933-34	..	1,0	..	596,3	597,3	16,2	..	1,1	..	612,4	613,5
	2′ 0″	*1932-33*	..	*2*	..	*43,4*	*43,6*	*1*	..	*2*	..	*43,5*	*43,7*
		1933-34	..	1	..	41,1	41,2	1	..	1	..	41,2	41,3
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1932-33*	*1*	*1,3*	*9,6*	*927,3*	*938,3*	*10,3*	*1*	*1,3*	*9,8*	*937,4*	*948,6*
		1933-34	5	5,5	6,4	948,7	961,1	17,7	5	5,5	6,7	966,1	978,8
Total Class II Railways		*1932-32*	*17,8*	*132,9*	*181,1*	*22,834,4*	*23,166,2*	*2,578,1*	*23,7*	*183,9*	*188,1*	*25,348,6*	*25,744,3*
		1933-34	17,5	150,3	153,9	25,736,3	26,058,0	3,289,6	23,0	203,0	160,4	28,961,2	29,347,6
Class III Railways.													
Ahmadpur-Katwa	2′ 6″	*1932-33*	..	*5*	*3,8*	*218,6*	*222,9*	*6,2*	..	*5*	*4,3*	*224,3*	*229,1*
		1933-34	..	4	3,7	216,6	220,7	6,4	..	4	4,2	222,5	227,1
Arrah-Sasaram Light	2′ 6″	*1932-33*	*6*	..	*5,0*	*446,1*	*451,7*	*2,8*	*6*	..	*5,1*	*448,8*	*454,5*
		1933-34	8	..	5,3	395,0	401,1	2,8	8	..	5,3	397,8	403,9
Bankura-Damodar River	2′ 6″	*1932-33*	..	*4*	*1,4*	*169,3*	*171,1*	*1,1*	..	*4*	*1,5*	*170,3*	*172,2*
		1933-34	..	4	1,4	166,4	168,2	1,3	..	4	1,6	167,5	169,5
Baraset-Basirhat Light	2′ 6″	*1932-33*	*3,8*	..	*43,4*	*1,203,8*	*1,251,0*	*1,0*	*3,8*	..	*43,5*	*1,204,7*	*1,252,0*
		1933-34	4,2	..	44,1	1,312,1	1,360,4	1,4	4,2	..	44,3	1,313,3	1,361,8
Bengal Provincial	2′ 6″	*1932-33*	*1*	*9*	*5,9*	*406,1*	*413,0*	*69,1*	*2*	*1,4*	*9,2*	*471,3*	*482,1*
		1933-34	1	7	5,4	366,4	372,6	77,6	1	1,2	7,7	441,2	450,2

* Columns 9 to 14 and 20 to 24—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys.

Class II and III Railways for the years 1932-33 and 1933-34.

Passenger miles (in thousands).					Average number of miles a passenger was carried.					Earnings from passengers carried (excluding refunds and remissions) (in thousands).					Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
										Rs.	Rs.	Rs.	Rs.	Rs.	Class II Rys.
9	*218*	..	*40,561*	*40,788*	*51·0*	*51·7*	..	*35·3*	*35·4*	*1*	*12*	..	*8,47*	*8,60*	Barsi Light.
9	238	..	37,690	37,937	62·9	59·1	..	35·5	35·6	1	12	..	7,85	7,98	
32	*62*	*311*	*20,446*	*20,851*	*27·2*	*25·8*	*16·5*	*18·2*	*18·1*	*4*	*4*	*9*	*3,33*	*3,50*	Bengal Doors.
32	61	310	20,089	20,492	25·2	24·6	16·0	18·3	18·3	6	4	8	3,32	3,50	
98	*1,319*	..	*77,756*	*79,173*	*61·3*	*45·6*	..	*27·2*	*27·4*	*9*	*62*	..	*13,94*	*14,65*	Bhavnagar State.
109	1,466	..	77,208	78,783	68·1	55·1	..	27·4	27·7	10	65	..	13,73	14,48	
90	*393*	*897*	*75,230*	*76,610*	*88·8*	*68·2*	*59·8*	*38·1*	*38·3*	*11*	*25*	*26*	*15,67*	*16,29*	Bikaner State.
78	377	789	69,561	70,805	86·7	61·8	57·6	38·1	38·3	10	23	23	14,49	15,05	
53	*494*	..	*8,123*	*8,680*	*42·7*	*36·3*	..	*15·6*	*16·2*	*14*	*48*	..	*2,54*	*3,16*	Darjeeling Himalayan.
47	518	..	8,369	8,934	44·5	38·3	..	14·5	15·1	13	50	..	2,32	2,95	
92	*140*	*538*	*22,017*	*22,787*	*19·6*	*23·7*	*20·3*	*13·8*	*14·0*	*11*	*8*	*17*	*4,59*	*4,95*	Dibru Sadiya.
90	167	649	20,306	21,212	21·4	24·6	22·7	14·1	14·3	8	8	19	4,23	4,58	
				Formed	*Part of*	*3' 3⅜" gauge*		*of B. B. & C. I.*	*Ry.*						
28	299	..	64,716	65,043	36·2	27·5	..	16·7	16·8	3	19	..	12,61	12,83	Gaekwar's Baroda State.
17	*233*	*129*	*42,674*	*43,053*	*36·1*	*19·5*	*15·3*	*13·4*	*13·4*	*2*	*14*	*4*	*10,99*	*11,19*	
27	371	..	40,647	41,045	35·9	19·3	..	13·4	13·4	4	17	..	10,45	10,66	
63	*1,098*	..	*56,935*	*58,096*	*47·1*	*36·0*	..	*23·2*	*23·4*	*6*	*51*	..	*10,36*	*10,93*	Gondal.
65	1,048	..	55,166	56,279	43·4	35·1	..	22·7	22·9	6	48	..	10,10	10,64	
96	..	*630*	*33,716*	*34,442*	*17·0*	*9·00*	*13·0*	*13·0*	*5*	..	*17*	*7,28*	*7,50*	Howrah-Amta Light.	
83	..	518	31,754	32,355	20·0	..	10·0	13·0	12·0	4	..	14	6,90	7,08	
71	*548*	..	*25,384*	*26,003*	*62·3*	*52·5*	..	*36·2*	*36·5*	*7*	*30*	..	*5,81*	*6,15*	Jamnagar
88	558	..	24,977	25,623	60·0	53·2	..	35·9	36·2	9	30	..	5,59	5,98	Dwarka.
37	*647*	..	*35,552*	*36,236*	*34·6*	*26·6*	..	*20·0*	*20·1*	*3*	*29*	..	*6,43*	*6,75*	Junagad State.
44	651	..	38,236	38,931	38·9	27·2	..	19·8	19·9	4	30	..	6,92	7,26	
156	*1,363*	..	*38,862*	*40,381*	*65·9*	*61·5*	..	*41·9*	*42·4*	*15*	*67*	..	*7,21*	*8,03*	Morvi.
136	1,265	..	37,634	39,035	67·1	62·0	..	40·4	40·9	13	61	..	6,92	7,66	
130	*1,125*	*2,187*	*74,885*	*78,327*	*81·3*	*53·3*	*48·8*	*24·5*	*25·0*	*14*	*47*	*61*	*13,73*	*14,95*	
120	1,021	1,967	75,685	78,793	88·2	56·8	47·8	23·8	24·2	15	49	61	14,19	15,44	
..	*36*	..	*10,377*	*10,413*	..	*22·5*	..	*17·1*	*17·1*	..	*2*	..	*1,71*	*1,73*	Mysore.
..	26	..	10,554	10,580	..	23·6	..	17·2	17·2	..	1	..	1,75	1,76	
..	*2*	..	*721*	*723*	..	*10·0*	..	*16·6*	*16·5*	..	..	..	*13*	*13*	
..	2	..	656	658	..	20·0	..	15·9	15·9	..	..	..	12	12	
2	*49*	*238*	*21,663*	*21,947*	*42·0*	*37·0*	*23·0*	*23·0*	*23·0*	..	*2*	*9*	*4,52*	*4,63*	Shahdara (Delhi) Saharanpur Light.
1	144	159	22,119	22,469	35·0	26·0	23·0	23·0	22·0	1	7	6	4,61	4,75	
951	*7,727*	*4,925*	*584,907*	*598,510*	*40·1*	*42·0*	*26·2*	*23·1*	*23·2*	*1,02*	*4,01*	*1,43*	*1,16,71*	*1,23,17*	Total Class II Rys.
973	8,212	4,392	655,367	648,944	42·3	42·8	27·4	21·9	22·1	1,07	4,24	1,31	1,26,10	1,32,72	
															Class III Rys.
..	*8*	*60*	*2,552*	*2,620*	..	*16·0*	*14·0*	*11·4*	*11·4*	..	*1*	*2*	*80*	*83*	Ahmadpur Katwa.
..	7	56	2,498	2,561	..	17·5	13·3	11·2	11·3	..	1	2	78	81	
23	..	*156*	*9,212*	*9,391*	*36·0*	..	*30·0*	*20·0*	*20·0*	*2*	..	*6*	*2,16*	*2,24*	Arrah-Sasaram Light.
27	..	161	8,367	8,555	34·0	..	30·0	21·0	21·0	2	..	6	1,96	2,04	
..	*9*	*31*	*2,719*	*2,759*	..	*22·5*	*20·7*	*16·0*	*16·0*	..	*1*	*1*	*85*	*87*	Pankura-Damodar River.
..	8	30	2,627	2,665	..	20·0	18·8	15·7	15·7	..	1	1	82	84	
97	..	*619*	*16,395*	*17,111*	*25·0*	..	*14·0*	*13·0*	*13·0*	*4*	..	*17*	*3,07*	*3,28*	Barasat-Basirhat Light.
87	..	754	19,300	20,141	20·0	..	17·0	14·0	14·0	4	..	20	3,61	3,85	
1	*8*	*64*	*3,181*	*3,254*	*3·51*	*5·71*	*6·98*	*6·74*	*7·33*	..	1	2	*76*	*79*	Bengal Provincial.
1	7	52	4,849	4,909	5·43	5·83	6·75	11·0	10·9	..	..	2	71	7	

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1932-33 and 1933-34*—contd.

Railway.	Gauge.	Year.	Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (In thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried (in thousands). (Excluding refunds and remissions.)	Average rate charged for carrying a ton of goods one mile. (In pies.)
			1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.				
31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Class II Railways.													Rs.	
Barsi Light	2′ 6″	*1932-33*	*16·0*	*10·0*	..	*4·00*	*3·98*	*114*	*55*	*169*	*9,647*	*57·2*	*9,39*	*18·7*
		1933-34	16·0	10·0	..	4·00	4·04	130	53	183	11,216	61·3	10,48	17·9
Bengal Dooars	3′ 3⅜″	*1932-33*	*24·8*	*12·3*	*5·41*	*3·13*	*3·23*	*119*	*86*	*205*	*14,775*	*72·0*	*14,98*	*19·5*
		1933-34	24·4	12·0	5·35	3·00	3·10	137	98	235	16,248	69·0	15,57	18·4
Bhavnagar State	3′ 3⅜″	*1932-33*	*17·6*	*9·03*	..	*3·44*	*3·55*	*316*	*133*	*449*	*26,462*	*58·9*	*14,69*	*10·7*
		1933-34	17·6	8·51	..	3·41	3·53	366	160	526	30,453	57·9	17,03	10·7
Bikaner State	3′ 3⅜″	*1932-33*	*24·0*	*12·0*	*5·51*	*4·00*	*4·08*	*222*	*141*	*363*	*41,365*	*113·8*	*17,22*	*8·00*
		1933-34	24·6	11·7	5·60	4·00	4·00	220	138	358	42,669	119·2	18,24	8·20
Darjeeling Himalayan	2′ 0″	*1932-33*	*44·4*	*18·7*	..	*6·01*	*6·99*	*92*	*37*	*129*	*4,075*	*31·5*	*11,13*	*52·4*
		1933-34	51·1	18·6	..	5·32	6·34	104	43	147	4,435	30·3	11,64	50·4
Dibru Sadiya	3′ 3⅜″	*1932-33*	*22·9*	*11·0*	*6·07*	*4·00*	*4·17*	*484*	*58*	*542*	*13,938*	*25·7*	*15,73*	*21·7*
		1933-34	17·1	9·20	5·62	4·00	4·15	303	56	359	12,475	34·7	14,46	22·3
Gaekwar's Baroda State	3′ 3⅜″	*1932-33*		*Formed Part of 3′ 3⅜″ gauge of B. B. & C. I. Ry.*										
		1933-34	23·5	11·9	..	3·74	3·79	93	217	310	10,541	34·1	7,44	13·6
	2′ 6″	*1932-33*	*23·9*	*11·3*	*7·00*	*4·94*	*4·99*	*270*	*100*	*370*	*11,876*	*32·1*	*10,97*	*17·7*
		1933-34	23·9	9·01	..	4·94	4·99	298	117	415	12,851	31·0	11,80	17·6
Gondal	3′ 3⅜″	*1932-33*	*17·9*	*8·93*	..	*3·50*	*3·61*	*181*	*278*	*459*	*17,113*	*37·3*	*10,53*	*11·8*
		1933-34	17·9	8·92	..	3·52	3·63	192	287	479	17,485	36·5	11,54	12·7
Howrah-Amta Light	2′ 0″	*1932-33*	*9·00*	..	*5·00*	*4·00*	*4·00*	*43*	*13*	*56*	*1,257*	*22·4*	*1,56*	*23·0*
		1933-34	8·00	..	5·00	4·00	4·00	46	14	60	1,396	23·0	1,62	22·0
Jamnagar Dwarka	3′ 3⅜″	*1932-33*	*19·7*	*10·3*	..	*4·39*	*4·56*	*279*	*45*	*324*	*14,485*	*44·7*	*6,20*	*8·23*
		1933-34	19·6	10·3	..	4·30	4·48	281	47	328	14,172	43·3	6,60	8·95
Junagad State	3′ 3⅜″	*1932-33*	*17·6*	*8·55*	..	*3·47*	*3·58*	*176*	*34*	*210*	*8,001*	*38·2*	*5,37*	*12·9*
		1933-34	17·5	8·65	..	3·48	3·58	220	46	266	10,769	40·5	7,45	13·3
Morvi	3′ 3⅜″	*1932-33*	*18·7*	*9·36*	..	*3·56*	*3·82*	*87*	*144*	*231*	*13,133*	*56·8*	*6,82*	*9·97*
		1933-34	18·5	9·31	..	3·53	3·77	89	127	216	11,708	54·2	6,69	10·9
Mysore	3′ 3⅜″	*1932-33*	*20·7*	*8·02*	*5·36*	*3·52*	*3·66*	*219*	*90*	*309*	*18,406*	*59·6*	*10,90*	*11·4*
		1933-34	24·0	9·21	5·95	3·59	3·76	190	102	292	17,915	61·4	11,30	12·1
	2′ 6″	*1932-33*	..	*10·7*	..	*3·16*	*3·19*	*28*	*8*	*36*	*1,539*	*42·8*	*1,22*	*15·2*
		1933-34	..	7·38	..	3·18	3·19	26	7	33	1,475	44·7	1,12	14·6
	2′ 0″	*1932-33*	..	..	..	*3·46*	*3·45*	*7*	*1*	*8*	*222*	*27·8*	*36*	*31·1*
		1933-34	..	..	..	3·51	3·50	8	..	8	230	28·8	39	32·6
Shahdara (Delhi) Saharanpur Light.	2′ 6″	*1932-33*	*8·00*	*9·00*	*8·00*	*4·00*	*4·00*	*65*	*29*	*94*	*4,198*	*44·7*	*4,14*	*18·9*
		1933-34	14·0	8·00	7·00	2·00	4·00	94	35	129	5,688	44·0	5,29	17·0
Total Class II Railways	..	*1932-33*	*20·6*	*9·96*	*5·57*	*3·83*	*3·95*	*2,702*	*1,252*	*3,954*	*200,492*	*50·7*	*1,41,21*	*13·6*
		1933-34	21·1	9·91	5·73	3·81	3·93	2,797	1,547	4,344	221,726	51·0	1,58,66	13·7
Class III Railways.														
Ahmadpur Katwa	2′ 6″	*1932-33*	..	*24·0*	*6·40*	*6·02*	*6·08*	*15*	*4*	*19*	*383*	*20·1*	*28*	*14·0*
		1933-34	..	27·4	6·86	5·99	6·07	13	6	19	378	19·8	26	13·2
Arrah-Sasaram Light	2′ 6″	*1932-33*	*14·0*	..	*7·00*	*5·00*	*5·00*	*52*	*8*	*60*	*2,214*	*36·9*	*1,14*	*9·89*
		1933-34	15·0	..	7·00	4·00	5·00	53	12	65	1,843	28·0	91	8·00
Bankura-Damoodar River	2′ 6″	*1932-33*	..	*21·3*	*6·19*	*6·01*	*6·06*	*21*	*6*	*27*	*1,149*	*42·6*	*58*	*9·69*
		1933-34	..	24·0	6·40	5·99	6·05	27	7	34	1,466	43·1	71	9·30
Baraset-Basirhat Light	2′ 6″	*1932-33*	*8·00*	..	*5·00*	*4·00*	*4·00*	*22*	*4*	*26*	*767*	*29·5*	*76*	*19·0*
		1933-34	10·0	..	5·00	3·00	3·00	39	5	44	1,046	23·0	1,16	21·0
Bengal Provincial	2′ 6″	*1932-33*	*29·6*	*11·2*	*5·56*	*4·61*	*4·61*	*11*	*5*	*16*	*205*	*12·5*	*24*	*22·1*
		1933-34	22·6	11·2	5·76	2·81	2·86	13	6	19	254	13·6	29	21·9

* Columns 40, 41 and 43.—For the purpose of these figures consignments passing over two or more railways or two or more gauges on the same railway are considered as two or more separate consignments.

36.—*Statement of Passenger and Goods Revenue Statistics and Earnings of Class II and III Railways for the years 1932-33 and 1933-34*—contd.

Railway	Gauge.	Year.	Passengers originating on home line whether local or foreign (in hundreds).					‡ Other traffic.	Passengers carried (in hundreds).				
			1st.	2nd.	Inter.	3rd.	Total.		‡ 1st.	‡ 2nd	‡ Inter.	‡ 3rd.	‡ Total. (Cols. 8 +9.)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Bukhtiarpur Bihar Light	2′ 6″	*1932-33*	*1*	*1,4*	*10,4*	*392,7*	*404,6*	*63,7*	*2*	*1,8*	*14,0*	*452,3*	*468,3*
		1933-34	1	1,4	10,6	425,7	437,8	32,2	1	1,6	13,1	455,2	470,0
Burdwan-Katwa	2′ 6″	*1932-33*	..	*3*	*4,5*	*279,2*	*284,0*	*11,2*	..	*3*	*4,8*	*290,1*	*295,2*
		1933-34	..	2	3,8	259,0	263,0	10,6	..	3	4,0	269,3	273,6
Cutch State	2′ 6″	*1932-33*	..	*2,5*	..	*145,9*	*148,4*	..	..	*2,5*	..	*145,9*	*148,4*
		1933-34	..	3,0	..	181,8	184,8	..	..	3,0	..	181,8	184,8
Dehri Rohtas Light	2′ 6″	*1932-33*	*1*	..	*3*	*86,9*	*87,3*	..	*1*	..	*3*	*86,9*	*87,3*
		1933-34	1	..	2	78,4	78,7	..	1	..	2	78,4	78,7
Dholpur State	2′ 6″	*1932-33*	..	*2*	..	*136,4*	*136,6*	..	..	*2*	..	*136,4*	*136,6*
		1933-34	..	2	..	111,9	112,1	..	..	2	..	111,9	112,1
Futwah-Islampur	2′ 6″	*1932-33*	*2*	..	*5,7*	*254,6*	*260,5*	*12,9*	*2*	..	*6,5*	*266,7*	*273,4*
		1933-34	2	..	5,4	238,1	243,7	12,4	2	..	6,3	249,6	256,1
Gwalior Light	2′ 6″	*1932-33*	..	*2,3*	..	*501,5*	*503,8*	*2,0*	..	*2,3*	..	*503,5*	*505,8*
		1933-34	..	2,1	..	497,7	499,8	1,2	..	2,1	..	498,9	501,0
Howrah-Sheakhala Light	2′ 0″	*1932-33*	*6*	..	*15,8*	*731,0*	*747,4*	*1*	*6*	..	*15,8*	*731,1*	*747,5*
		1933-34	5	..	16,5	689,0	706,0	..	5	..	16,5	689,0	706,0
Jagadhri Light	2′ 0″	*1932-33*	*1*	..	*2*	*67,0*	*67,3*	..	*1*	..	*2*	*67,0*	*67,3*
		1933-34	..	..	2	56,6	56,8	..	..	..	2	56,6	56,8
Jorhat (Provincial)	2′ 0″	*1932-33*	†	†	†	†	†	†	†	†	†	†	†
		1933-34	†	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1932-33*	..	..	*7,5*	*601,0*	*608,5*	*2*	..	..	*7,5*	*601,2*	*608,7*
		1933-34	..	1	4,7	575,0	579,8	1	..	1	4,7	575,1	579,9
Kulasekarapatnam Light	2′ 0″	*1932-33*	..	..	..	*208,1*	*208,1*	..	..	..	..	*208,1*	*208,1*
		1933-34	..	..	..	181,5	181,5	..	..	..	..	181,5	181,5
Matheran Light	2′ 0″	*1932-33*	*4*	*2,7*	..	*4,6*	*7,7*	*19,4*	*1,7*	*10,3*	..	*15,1*	*27,1*
		1933-34	2	7	..	2,2	3,1	21,9	2,0	9,7	..	13,3	25,0
Porbandar State	3′ 3⅜″	*1932-33*	*1*	*1,9*	..	*227,6*	*229,6*	*63,9*	*2*	*3,3*	..	*290,0*	*293,5*
		1933-34	1	2,0	..	258,6	260,7	61,8	2	3,4	..	318,9	322,5
Tezpur-Balipara	2′ 6″	*1932-33*	*3*	..	*1,7*	*284,4*	*286,4*	..	*3*	..	*1,7*	*284,4*	*286,4*
		1933-34	3	..	1,9	268,0	270,2	..	3	..	1,9	268,0	270,2
Trivellore Light	2′ 0″	*1932-33*	..	..	..	*44,9*	*44,9*	..	..	..	..	*44,9*	*44,9*
		1933-34	..	..	..	34,8	34,8	..	..	..	..	34,8	34,8
Udaipur-Chitorgarh	3′ 3⅜″	*1932-33*	*5*	*2,7*	*2,3*	*499,1*	*504,6*	*62,1*	*1,2*	*4,4*	*2,3*	*558,8*	*566,7*
		1933-34	5	3,0	2,6	495,3	501,4	56,9	1,0	4,3	2,7	550,3	558,3
Total Class III Railways	..	*1932-33*	*6,9*	*15,8*	*107,9*	*6,908,8*	*7,039,4*	*315,7*	*9,2*	*27,4*	*116,7*	*7,201,8*	*7,355,1*
		1933-34	7,1	14,2	105,8	6,810,1	6,937,2	286,6	9,5	26,7	112,7	7,074,9	7,223,8

‡ Columns 9 to 14.—For the purpose of these figures passengers travelling over two or more railways or two or more gauges on the same railway considered as having made two or more separate journeys.

† Not available.

36.—Statement of Passenger and Goods Revenue Statistics and Earnings of

Railway.	Gauge.	Year.	Passenger miles (in thousands).					Average number of miles a passenger was carried.				
			1st.	2nd.	Inter.	3rd.	Total.	* 1st.	* 2nd.	* Inter.	* 3rd	* Total.
15	16	17	18	19	20	21	22	23	24	25	26	27
Class III—*concld.*												
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	*4*	*46*	*344*	*8,105*	*8,499*	*28·0*	*25·0*	*24·0*	*17·0*	*17·0*
		1933-34	2	33	235	7,077	7,347	23·0	20·0	17·0	15·0	15·0
Burdwan-Katwa	2′ 6″	*1932-33*	..	*8*	*95*	*3,714*	*3,817*	..	*26·7*	*19·6*	*12·9*	*12·9*
		1933-34	..	6	81	3,415	3,502	..	20·0	20·3	12·7	12·8
Cutch-State	2′ 6″	*1932-33*	..	*99*	..	*4,340*	*4,439*	..	*39·6*	..	*29·7*	*29·9*
		1933-34	..	85	..	3,678	3,763	..	28·3	..	20·2	20·3
Dehri Rohtas Light	2′ 6″	*1932-33*	*1*	..	*5*	*1,141*	*1,147*	*18·0*	..	*18·0*	*13·0*	*13·0*
		1933-34	2	..	4	1,037	1,043	19·0	..	17·0	13·0	13·0
Dholpur State	2′ 6″	*1932-33*	..	*5*	..	*2,943*	*2,948*	..	*23·1*	..	*21·6*	*21·6*
		1933-34	..	5	..	2,238	2,243	..	24·5	..	20·0	20·0
Futwah-Islampur	2′ 6″	*1932-33*	*3*	..	*94*	*3,642*	*3,739*	*16·0*	..	*14·0*	*13·0*	*13·0*
		1933-34	4	..	88	3,446	3,538	16·0	..	13·0	13·0	13·0
Gwalior Light	2′ 6″	*1932-33*	*2*	*94*	..	*13,322*	*13,418*	*65·0*	*35·0*	..	*25·0*	*25·0*
		1933-34	..	89	..	13,230	13,319	28·0	37·0	..	26·0	26·0
Howrah-Sheakhala Light	2′ 0″	*1932-33*	*9*	..	*94*	*5,955*	*6,058*	*14·0*	..	*5·00*	*8·00*	*8·00*
		1933-34	7	..	90	5,697	5,794	14·0	..	5·00	8·00	8·00
Jagadhri Light	2′ 0″	*1932-33*	..	..	*1*	*222*	*223*	*3·31*	..	*3·31*	*3·31*	*3·31*
		1933-34	..	..	1	187	188	3·31	..	3·31	3·31	3·31
Jorhat (Provincial)	2′ 0″	*1932-33*	†	†	†	†	†	†	†	†	†	†
		1933-34	†	†	†	†	†	†	†	†	†	†
Kalighat-Falta	2′ 6″	*1932-33*	..	..	*30*	*4,913*	*4,943*	..	..	*3·75*	*8·17*	*8·12*
		1933-34	..	2	19	4,750	4,771	..	10·0	4·04	8·26	8·23
Kulasekarapatnam Light	2′ 0″	*1932-33*	..	..	..	*2,114*	*2,114*	..	..	..	*10·2*	*10·2*
		1933-34	..	..	..	1,872	1,872	..	..	..	10·3	10·3
Matheran Light	2′ 0″	*1932-33*	*2*	*3*	..	*5*	*10*	*1·18*	*0·29*	..	*0·33*	*0·37*
		1933-34	2	4	..	5	11	1·00	0·50	..	0·25	0·36
Porbandar State	3′ 3¾″	*1932-33*	*7*	*100*	..	*6,297*	*6,404*	*31·2*	*30·3*	..	*21·7*	*21·8*
		1933-34	8	106	..	6,142	6,256	33·5	30·9	..	19·3	19·4
Tezpore-Balipara	2′ 6″	*1932-33*	*4*	..	*23*	*2,569*	*2,596*	*13·3*	..	*13·5*	*9·03*	*9·06*
		1933-34	5	..	26	2,445	2,476	15·3	..	14·3	8·10	9·16
Trivellore Light	2′ 0″	*1932-33*	..	..	..	*106*	*106*	..	..	..	*2·37*	*2·37*
		1933-34	..	..	..	83	83	..	..	..	2·37	2·37
Udaipur-Chitorgarh	3′ 3¾″	*1932-33*	*79*	*261*	*109*	*21,127*	*21,576*	*64·9*	*59·4*	*48·5*	*37·8*	*38·1*
		1933-34	68	249	190	21,179	21,686	68·6	58·6	69·1	38·5	38·8
Total Class III Railways	..	*1932-33*	*232*	*641*	*1,725*	*114,574*	*117,172*	*25·2*	*23·4*	*14·8*	*15·9*	*15·9*
		1933-34	213	601	1,787	114,122	116,723	22·4	22·5	15·9	16·1	16·2

*Columns 23 to 27 39,40 and 42.—For the purpose of these figures passengers travelling or consignments passing over two or more railways or two or more gauges on the same railway are considered as having made two or more separate journeys or as two or more separate consignments.

Class II and III Railways for the years 1932-33 and 1933-34—concld.

Earnings from passengers carried (excluding refunds and remissions) (in thousands).					Average rate (in pies) charged per passenger per mile.					Tons of goods carried (in thousands).			Net ton miles (in thousands).	* Average miles a ton of goods was carried.	Earnings from tons carried excluding refunds & remissions (in thousands).	Average rate charged for carrying a ton of goods one mile (in pies).	Railway.
1st.	2nd.	Inter.	3rd.	Total.	1st.	2nd.	Inter.	3rd.	Total.	Originating on home line (whether local or foreign).	* Other traffic.	* Total.					
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rs.	Rs.	Rs.	Rs.	Rs.											Rs.		CLASS III—*concld.*
..	2	9	1,48	1,59	13·0	9·00	6·00	4·00	4·00	38	26	64	1,170	18·3	1,10	18·1	Bukhtiarpur-Biha Light.
..	2	7	1,29	1,38	14·0	8·00	6·00	3·00	3·00	31	18	49	931	19·0	77	12·0	
..	1	4	1,16	1,21	..	24·0	8·08	6·00	6·09	21	7	28	627	22·4	40	12 2	Burdwan-Katwa.
..	1	3	1,06	1,10	..	32·0	7·11	5·96	6·03	20	6	26	577	22·2	38	12·6	
..	4	..	92	96	..	8·07	..	4·06	4·15	36	..	36	702	19·5	50	13·7	Cutch-State.
..	3	..	85	88	..	6·77	..	4·43	4·49	34	..	34	698	20·5	46	12·7	
..	..	..	23	23	20·0	..	7·00	3·75	3·85	70	7	77	†	†	1,25	†	Debri Rohtas Light.
..	..	..	21	21	20·0	..	7·00	3·75	3·80	90	..	90	†	†	1,39	†	
..	..	..	62	62	..	15·0	..	4·00	4·02	60	2	62	2,368	38·5	1,01	8·17	Dholpur-State.
..	..	..	47	47	..	15·0	..	3·99	4·02	65	2	67	2,567	38·2	1,13	8·40	
..	..	4	85	89	21·0	..	8·00	4·00	5·00	6	7	13	230	17·7	22	18·4	Futwah-Islampur.
..	..	4	81	85	20·0	..	7·00	4·00	4·00	12	6	18	318	17·0	28	17·0	
..	5	..	3,36	3,41	27·0	12·0	..	5·00	5·00	151	22	173	6,726	38·9	4,15	11·9	Gwalior Light.
..	6	..	3,30	3,36	27·0	12·0	..	5·00	5·00	138	26	164	7,259	41·0	3,98	10·5	
..	..	2	1,15	1,17	9·00	..	5·00	4·00	4·00	11	3	14	189	13·5	30	30·5	Howrah-Sheakhala Light.
..	..	2	1,10	1,12	9·00	..	4·00	3·00	3·00	14	3	17	290	17·0	35	23·0	
..	..	..	4	4	21·5	..	7·28	3·56	3·59	5	..	5	17	3·31	7	73·5	Jagadhri Light.
..	..	..	3	3	21·8	..	7·21	3·46	3·47	10	..	10	32	3·31	10	60·0	
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	Jorhat (Provincial).
†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	†	
..	..	1	1.19	1,20	..	..	6·40	4·65	4·70	41	7	48	948	19·7	57	11·5	Kalighat-Falta.
..	..	1	1,16	1,17	..	..	10·1	4·69	4·71	43	4	47	934	19·9	49	10·1	
..	..	..	66	66	..	..	..	5·99	5·99	17	..	17	181	10·9	43	45·9	Kulasekarapatnam Light.
..	..	..	55	55	..	..	..	5·66	5·66	17	..	17	154	9·32	37	46·0	
6	26	..	21	53	6·00	9·00	..	4·00	5·00	..	1	1	3	2·85	11	8·00	Matheran Light.
10	34	..	27	71	5·00	9·00	..	5·00	6·50	1	1	2	3	1·50	15	5·00	
1	5	..	1,13	1,19	17·9	8·96	..	3·46	3·56	109	9	118	2,879	24·3	1,59	10·6	Porbandar State.
1	5	..	1,11	1,17	17·9	8·94	..	3·48	3·59	99	8	107	2,480	23·2	1,29	10·0	
..	..	1	60	61	20·3	..	7·09	4·50	4·55	13	..	13	671	51·6	76	21·8	Terpore-Balipara.
..	..	1	58	59	20·0	..	7·00	4·50	4·56	14	..	14	719	51·4	77	20·5	
..	..	..	3	3	..	..	..	6·00	6·00	..	..	..	..	..	..	..	Trivellore Light.
..	..	..	2	2	..	..	..	6·00	6·00	..	..	..	..	..	..	..	
10	16	2	3,29	3,57	23·5	11·7	4·45	2·99	3·18	37	27	64	2,605	40·7	1,82	13·4	Udaipur-Chitorgarh.
8	16	5	3,29	3,58	23·6	11·9	4·49	2·99	3·17	32	26	58	3,486	59,9	2,06	11·4	
23	62	51	24,56	25,92	19·0	18·6	5·68	4·12	4·25	736	145	881	24,034	27·3	17,28	13·8	Total Class III Rys.
25	69	54	23,98	25,46	22·5	22·0	5·80	4·03	4·19	765	136	901	25,435	28·2	17,30	13·1	

† Not available.

37.—*Statistics of engine miles and Coal consumption of Class II*

Railway.	Gauge.	Year.	Train miles (in thousands). † Passenger.	† Mixed.	† Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). † Shunting.	* Miscellaneous.	§ Total.	Total engine miles (in thousands) Cols. 7 & 10.	Rail motor Car miles.	Steam Coach miles.	Tons of coal consumed on Locomotives. Foreign Coal.	Indian Coal.	Wood.	Oil fuel.	(a) Total (in terms of Coal).
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Class II.																	
Barsi Light.	2′ 6″	*1932-33*	*202*	*205*	*12*	*419*	*75*	*13*	*88*	*507*	*Nil*	*99*	*Nil*	*12,113*	*Nil*	*Nil*	*12,113*
		1933-34	98	285	6	391	64	8	72	463	,,	87	,,	10,964	,,	,,	10,964
Bengal Doars.	3′ 3⅜″	*1932-33*	*1*	*290*	*19*	*326*	*26*	*13*	*39*	*365*	,,	*Nil*	,,	*6,798*	,,	,,	*6,798*
		1933-34	1	287	30	330	28	13	41	371	,,	,,	,,	7,562	,,		7,562
Bhavnagar State.	3′ 3⅜″	*1932-33*	*290*	*266*	*93*	*661*	*164*	*7*	*171*	*832*	*5*	*8*	,,	*17,835*	*(c) 86*	,,	*17,869*
		1933-34	301	258	107	678	200	12	212	890	4	8	2,333	18,808	100	,,	21,181
Bikaner State.	3′ 3⅜″	*1932-33*	*21*	*869*	*59*	*968*	*80*	*18*	*98*	*1,066*	*Nil*	*Nil*	*Nil*	*20,598*	*(c)50*	,,	*20,618*
		1933-34	78	800	65	948	81	23	104	1,052	,,	,,	,,	20,571	43	,,	20,588
Darjeeling-Himalayan.	2′ 0″	*1932-33*	*37*	*253*	*227*	*517*	*40*	*21*	*61*	*578*	,,	,,	,,	*11,953*	*Nil*	,,	*11,953*
		1933-34	37	262	217	516	38	36	74	590	,,	,,	,,	12,253	,,	,,	12,253
Dibru-Sadiya	3′ 3⅜″	*1932-33*	*Nil*	*269*	*82*	*351*	*156*	*3*	*159*	*510*	,,	,,	,,	*11,678*	,,	,,	*11,678*
		1933-34	,,	309	81	390	161	3	164	554	,,	,,	,,	12,507	,,	,,	12,507
Gaekwar's Baroda State.	‡‡ 3′ 3⅜″	*1932-33*	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		1933-34	155	273	27	456	79	3	82	538	..	..	..	10,700	113	..	10,745
	2′ 6″	*1932-33*	*52*	*485*	*16*	*‡562*	*117*	*2*	*119*	*‡681*	*17*	*††26*	*Nil*	*8,612*	*68*	*15*	*8,666*
		1933-34	170	384	15	579	107	5	112	691	3	††120	,,	8,390	68	73	8,417
Gondal	3′ 3⅜″	*1932-33*	*(c) 8 8*	*(c)3 12*	*(c) 57*	*(c) 457*	*(c)133*	*(c) 14*	*147*	*(c)604*	*Nil*	*Nil*	,,	*13,095*	*43*	*Nil*	*13,112*
		1933-34	137	269	52	469	138	17	155	624	,,	,,	,,	15,320	39	,,	15,336
Howrah-Amta Light.	2′ 0″	*1932-33*	*154*	*104*	*9*	*267*	*5*	*2*	*7*	*274*	,,	,,	,,	*3,389*	*Nil*	,,	*3,389*
		1933-34	178	103	11	292	6	1	7	299	,,	,,	,,	3,634	,,	,,	3,634
Jamnagar Dwarka.	3′ 3⅜″	*1932-33*	*76*	*124*	*34*	*237*	*72*	*Nil*	*72*	*309*	*37*	,,	,,	*9,102*	*132*	,,	*9,155*
		1933-34	76	121	34	232	75	1	76	308	44	,,	,,	8,910	108	,,	8,953
Junagad State.	3′ 3⅜″	*1932-33*	*74*	*188*	*8*	*274*	*31*	*1*	*32*	*306*	*Nil*	,,	,,	*6,727*	*50*	,,	*6,747*
		1933-34	66	222	14	311	34	2	36	347	,,	,,	,,	6,746	48	,,	6,765
Morvi	3′ 3⅜″	*1932-33*	*128*	*146*	*11*	*312*	*52*	*Nil*	*52*	*364*	,,	,,	,,	*8,647*	*105*	,,	*8,689*
		1933-34	132	147	10	305	53	,,	53	358	24	,,	,,	8,218	104	,,	8,260
Mysore	3′ 3⅜″	*1932-33*	***472*	*352*	*79*	*918*	*148*	,,	*148*	*1,066*	*Nil*	,,	,,	*22,084*	*6*	,,	*22,085*
		1933-34	**574	329	63	981	141	6	147	1,128	,,	,,	,,	23,789	..	,,	23,789
	2′ 6″	*1932-33*	*29*	*166*	*1*	*196*	*22*	*Nil*	*22*	*218*	,,	,,	,,	*3,267*	*Nil*	,,	*3,267*
		1933-34	28	165	1	196	17	,,	17	213	,,	,,	,,	3,291	,,	,,	3,291
	2′ 0″	*1932-33*	*Nil*	*20*	*10*	*30*	*10*	,,	*10*	*40*	,,	,,	,,	*601*	,,	,,	*601*
		1933-34	,,	20	12	32	8	,,	8	40	,,	,,	,,	574	,,	,,	574
Shahdara (Delhi)-Saharanpur Light.	2′ 6″	*1932-33*	,,	*133*	*6*	*139*	*9*	*1*	*10*	*149*	,,	,,	,,	*2,307*	*6*	,,	*2,310*
		1933-34	,,	135	22	159	14	2	16	175	,,	,,	,,	2,872	11	,,	2,876
Total Class II Railways.	..	*1932-33*	*1,624*	*4,181*	*(c)723*	*(c)6,634*	*1,140* (c)	*(c) 95*	*1,235*	*7,869* (c)	*59*	*133*	*Nil*	*158,806*	*(c)546*	*15*	*159,050*
		1933-34	2,031 (c)	4,369 (c)	767	7,265	1,244 (c)	132	1,376	8,641 (c)	75	215	2,333	175,109	634	73	177,695
Class III.																	
Ahmadpur-Katwa.	2′ 6″	*1932-33*	*Nil*	*73*	*Nil*	*76*	*16*	*28*	*44*	*120*	*Nil*	*Nil*	*Nil*	*1,002*	*Nil*	*Nil*	*1,002*
		1933-34	,,	73	,,	79	14	28	42	121	,,	,,	,,	1,023	,,	,,	1,023
Arrah-Sasaram Light.	2′ 6″	*1932-33*	*18*	*90*	*5*	*113*	*10*	*Nil*	*10*	*123*	,,	,,	,,	*1,367*	,,	,,	*1,367*
		1933-34	19	88	12	119	12	,,	12	131	,,	,,	,,	1,367	,,	,,	1,367
Bankura Damoodar River.	2′ 6″	*1932-33*	*Nil*	*110*	*Nil*	*111*	*10*	*34*	*44*	*155*	,,	,,	,,	*1,261*	,,	,,	*1,261*
		1933-34	1	110	Nil	113	10	38	48	161	,,	,,	,,	1,348	,,	,,	1,348

* Includes light, assisting required, assisting not required, siding and departmental.
† Excluding departmental.
‡ Includes rail motor car miles and steam coach miles.
§ Including Departmental.
** Includes 22 Rail Motor Car miles for 1932-33 and 8 Rail motor car miles for 1933-34 †† Includes Internal Combustion miles 1932-33, 25 and 1933-34, 109.
‡‡ Gaekwar's Mehsana Railway was taken over by Gaekwar's Baroda State on the 1st April 1933. Previously it was included under Bombay Baroda and Central India Railway 3′3⅜″ gauge.
(c) Revised Figures.

and III Railways for the years 1932-33 and 1933-34.

(b) Tons of Coal consumed for other than Locomotive purposes (Departmental).				Total number of tons of coal consumed.					Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).				Railway.
Foreign Coal.	Indian Coal.	Wood.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
									Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Class II.
Nil	*192*	*Nil*	*192*	*Nil*	*12,305*	*Nil*	*Nil*	*12,305*	*Nil*	*6·08*	*Nil*	*Nil*	*Nil*	*12·9*	*Nil*	*Nil*	Barsi Light.
,,	66	,,	66	,,	11,030	,,	,,	11,030	,,	6·37	,,	,,	,,	12·6	,,	,,	
,,	*689*	,,	*689*	,,	*7,487*	,,	,,	*7,487*	,,	*4·00*	,,	,,	,,	*12·0*	,,	,,	Bengal Doars.
,,	722	,,	722	,,	8,284	,,	,,	8,284	,,	4·00	,,	,,	,,	12·0	,,	,,	
,,	*1,377*	,,	*1,377*	,,	*19,212*	(c) *86*	,,	*19,246*	,,	*10·0*	*12·0*	,,	,,	*19·2*	*12·0*	,,	Bhavnagar State.
,,	878	10	882	2,333	19,686	110	,,	22,063	9·00	8·17	14·3	,,	15·2	16·7	14·3	,,	
,,	*2,141*	*Nil*	*2,141*	*Nil*	*22,739*	(c)*50*	,,	*22,759*	*Nil*	*4·52*	*10·0*	,,	*Nil*	*15·1*	*10·0*	,,	Bikaner State.
,,	2,566	,,	2,566	,,	23,137	43	,,	23,154	,,	3·98	10·0	,,	,,	16·4	10·0	,,	
,,	*2,220*	,,	*2,220*	,,	*14,173*	*Nil*	,,	*14,173*	,,	*4·16*	*Nil*	,,	,,	*11·5*	*Nil*	,,	Darjeeling-Himalayan.
,,	2,187	,,	2,187	,,	14,440	,,	,,	14,440	,,	3·75	,,	,,	,,	11·0	,,	,,	
,,	*3,636*	,,	*3,636*	,,	*15,314*	,,	,,	*15,314*	,,	*9·18*	,,	,,	,,	*13·0*	,,	,,	Dibru-Sadiya.
,,	3,851	,,	3,851	,,	16,358	,,	,,	16,358	,,	7·92	,,	,,	,,	11·8	,,	,,	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Nil	585	*Nil*	585	*Nil*	11,285	113	*Nil*	11,330	*Nil*	4·09	6·50	*Nil*	*Nil*	16·0	6·93	*Nil*	Gaekwar's Baroda State.
,,	*500*	*8*	*503*	,,	*9,112*	*76*	*15*	*9,169*	,,	*4·80*	*6·50*	*69·4*	,,	*18·2*	*10·1*	*76·0*	
,,	454	8	457	,,	8,844	76	73	8,874	,,	4·09	6·50	59·0	,,	17·2	7·75	76·0	
,,	*500*	*8*	*503*	,,	*13,595*	*51*	*Nil*	*13,615*	,,	*22·4*	*16·2*	*Nil*	,,	*22·6*	*16·2*	*Nil.*	Gondal.
,,	470	7	473	,,	15,790	46	,,	15,809	,,	19·5	16·2	,,	,,	19·7	16·2	,,	
,,	*1,240*	*Nil*	*1,240*	,,	*4,629*	*Nil*	,,	*4,629*	,,	*3·75*	*Nil*	,,	,,	*8·98*	*Nil*	,,	Howrah-Amta Light.
,,	1,028	,,	1,028	,,	4,662	,,	,,	4,662	,,	3·00	,,	,,	,,	8·40	,,	,,	
,,	*102*	,,	*102*	,,	*9,204*	*132*	,,	*9,257*	,,	*3·55*	*15·2*	,,	,,	*19·1*	*15·2*	,,	Jamnagar Dwarka.
,,	98	,,	98	,,	9,008	108	,,	9,051	,,	3·61	15·8	,,	,,	15·4	15·8	,,	
,,	*449*	*11*	*453*	,,	*7,176*	*61*	,,	*7,200*	,,	*14·3*	*10·0*	,,	,,	*15·9*	*10·0*	,,	Junagad State.
,,	400	12	405	,,	7,146	60	,,	7,170	,,	13·9	10·0	,,	,,	14·7	10·0	,,	
,,	*183*	*8*	*186*	,,	*8,830*	*113*	,,	*8,875*	,,	*5·04*	*4·80*	,,	,,	*15·6*	*4·80*	,,	Morvi.
,,	194	6	196	,,	8,412	110	,,	8,456	,,	4·98	5·06	,,	,,	15·3	5·06	,,	
,,	*1,705*	*Nil*	*1,705*	,,	*23,789*	*6*	,,	*23,790*	,,	*5·00*	*7·19*	,,	,,	*15·7*	*7·19*	,,	Mysore.
,,	1,742	,,	1,742	,,	25,531	*Nil*	,,	25,531	,,	4·75	Nil	,,	,,	15·2	Nil	,,	
,,	*2*	,,	*2*	,,	*3,269*	,,	,,	*3,269*	,,	*5·00*	,,	,,	,,	*16·2*	,,	,,	
,,	12	,,	12	,,	3,303	,,	,,	3,303	,,	4·75	,,	,,	,,	14·3	,,	,,	
,,	*6*	,,	*6*	,,	*607*	,,	,,	*607*	,,	*5·00*	,,	,,	,,	*16·4*	,,	,,	
,,	2	,,	2	,,	576	,,	,,	576	,,	4·75	,,	,,	,,	16·1	,,	,,	
,,	*333*	*5*	*335*	,,	*2,641*	*11*	,,	*2,645*	,,	*3·50*	*13·5*	,,	,,	*13·3*	*13·5*	,,	Shahdara (Delhi)-Saharanpur Light.
,,	354	2	355	,,	3,226	13	,,	3,231	,,	3·50	13·5	,,	,,	13·9	13·5	,,	
Nil	*15,275*	*40*	*15,290*	*Nil*	*174,082*	(c)*586*	*15*	*174,340*									Total Class II Railways.
,,	15,609	45	15,627	2,333	190,718	679	73	193,322									
																	Class III.
Nil	*96*	*Nil*	*96*	*Nil*	*1,098*	*Nil*	*Nil*	*1,098*	*Nil*	*2·70*	*Nil*	*Nil*	*Nil*	*6·35*	*Nil*	*Nil*	Ahmadpur Katwa.
,,	103	,,	103	,,	1,126	,,	,,	1,126	,,	2·50	,,	,,	,,	6·37	,,	,,	
,,	*317*	,,	*317*	,,	*1,684*	,,	,,	*1,684*	,,	*2·75*	,,	,,	,,	*8·78*	,,	,,	Arrah-Sasaram Light.
,,	294	,,	294	,,	1,661	,,	,,	1,661	,,	2·63	,,	,,	,,	8·70	,,	,,	
,,	*394*	,,	*394*	,,	*1,655*	,,	,,	*1,655*	,,	*2·64*	,,	,,	,,	*5·38*	,,	,,	Bankura Damoodar River.
,,	466	,,	466	,,	1,814	,,	,,	1,814	,,	2·50	,,	,,	,,	4·73	,,	,,	

(a) 2½ Tons of Wood=1 Ton of Coal, and 0·55 Ton of Oil Fuel=1 Ton of Coal.

(b) Figures relating to Oil Fuel in respect to tons of coal consumed for other than locomotive purposes are 'Nil'.

37.—Statistics of engine miles and Coal consumption of Class II

Railway.	Gauge.	Year.	Train miles (in thousands). § Passenger.	Mixed.	§ Goods.	Total (including departmental).	Shunting and other Engine miles (in thousands). § Shunting.	* Miscellaneous.	** Total.	Total engine miles (in thousands). (Cols. 7 + 10.)	Rail motor car miles.	Steam Coach miles.	Internal Combustion miles.
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Class III—*contd.*													
Baraset-Basirhat Light.	2′ 6″	*1932-33*	*201*	*13*	*9*	*222*	*8*	*Nil*	*8*	*230*	*Nil*	*Nil*	*Nil*
		1933-34	117	101	29	247	9	,,	9	256	,,	,,	,,
Bengal Provincial.	2′ 6″	*1932-33*	*1*	*92*	*Nil*	*93*	*8*	*2*	*10*	*103*	,,	,,	,,
		1933-34	1	97	,,	98	8	2	10	108	,,	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	*Nil*	*69*	*1*	*70*	*11*	*Nil*	*11*	*81*	,,	,,	,,
		1933-34	7	79	1	87	9	,,	9	96	,,	,,	,,
Burdwan-Katwa.	2′ 6″	*1932-33*	*36*	*97*	*Nil*	*134*	*27*	*36*	*63*	*197*	,,	,,	,,
		1933-34	24	109	,,	135	25	42	67	202	,,	,,	,,
Cutch State	2′ 6″	*1932-33*	*3*	*56*	*2*	*62*	*9*	*16*	*25*	*87*	*81*	,,	,,
		1933-34	1	55	1	60	9	16	25	85	*Nil*	,,	50
Dehri-Rohtas Light.	2′ 6″	*1932-33*	*Nil*	*44*	*Nil*	*44*	*9*	*Nil*	*9*	*53*	,,	,,	*Nil*
		1933-34	,,	36	,,	36	9	,,	9	45	12	,,	,,
Dholpur-State.	2′ 6″	*1932-33*	*2*	*59*	,,	*61*	*14*	*1*	*15*	*76*	*2*	,,	,,
		1933-34	1	58	,,	59	14	2	16	75	1	,,	,,
Futwah-Islampur.	2′ 6″	*1932-33*	*11*	*39*	,,	*50*	*2*	*Nil*	*2*	*52*	*Nil*	,,	,,
		1933-34	11	39	,,	50	2	,,	2	52	,,	,,	,,
Gwalior Light.	2′ 6″	*1932-33*	*5*	*240*	*40*	*289*	*44*	*12*	*56*	*345*	,,	,,	,,
		1933-34	5	242	38	288	47	9	56	344	,,	,,	,,
Howrah-Sheakhala Light.	2′ 0″	*1932-33*	*18*	*51*	*1*	*70*	*2*	*Nil*	*2*	*72*	,,	,,	,,
		1933-34	18	52	1	71	1	,,	1	72	,,	,,	,,
Jagadhri Light.	2′ 0″	*1932-33*	*Nil*	*10*	*Nil*	*10*	*1*	,,	*1*	*11*	,,	,,	,,
		1933-34	,,	7	,,	7	1	,,	1	8	,,	,,	,,
Jorhat (Provincial).	2′ 0″	*1932-33*	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
		1933-34	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡	‡
Kalighat-Falta.	2′ 6″	*1932-33*	*59*	*80*	*Nil*	*141*	*7*	*114*	*121*	*262*	*Nil*	*Nil*	*Nil*
		1933-34	53	85	Nil	140	15	102	117	257	,,	,,	,,
Kulasekarapatnam Light.	2′ 0″	*1932-33*	*Nil*	*1*	*6*	*7*	*Nil*	*Nil*	*Nil*	*7*	*58*	,,	,,
		1933-34	,,	62	1	63	,,	,,	,,	63	*Nil*	,,	,,
Matheran Light.	2′ 0″	*1932-33*	*10*	*1*	*2*	*13*	,,	*1*	*1*	*14*	*10*	,,	,,
		1933-34	2	10	1	13	,,	*Nil*	*Nil*	13	10	,,	,,
Porbandar State.	3′ 3⅜″	*1932-33*	*il*	*51*	*13*	*65*	*14*	,,	*14*	*79*	*Nil*	,,	,,
		1933-34	,,	64	13	77	16	,,	16	93	,,	,,	,,
Tezpore-Balipara Light.	2′ 6″	*1932-33*	,,	(c) *31*	*Nil*	*31*	*Nil*	,,	*Nil*	*31*	,,	,,	,,
		1933-34	,,	42	,,	42	1	,,	1	43	,,	,,	,,
Trivellore Light.	2′ 0″	*1932-33*	*4*	*Nil*	,,	*4*	*Nil*	,,	*Nil*	*4*	,,	,,	,,
		1933-34	83	,,	,,	83	,,	,,	,,	83	,,	,,	,,
Udaipur-Chittorgarh	3′ 3⅜″	*1932-33*	*103*	*52*	*30*	*188*	*12*	*7*	*19*	*207*	,,	,,	,,
		1933-34	103	32	62	203	5	13	18	221	,,	,,	,,
Total Class III Railways.	...	*1932-33*	*471*	(c) *1,259*	*109*	*1,854*	*204*	*251*	*455*	*2,309*	*151*	*Nil*	*Nil*
		1933-34	446	1,441	159	2,070	207	252	459	2,529	23	,,	50

* Includes light, assisting required, assisting

‡ Information not available.

§ Excluding departmental.

** Including Departmental.

(c) 2½ Tons of Wood=1 Ton of Coal and 0·55

and III Railways for the years 1932-33 and 1933-34—contd.

Tons of coal consumed on Locomotives.					Tons of coal consumed for other than Locomotive purposes (Departmental).					Total number of tons of coal consumed.					Railway.
Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	(a) Total (in terms of Coal).	
15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
															CLASS III—*contd.*
Nil	*2,805*	*Nil*	*Nil*	*2,805*	*Nil*	*902*	*Nil*	*Nil*	*902*	*Nil*	*3,707*	*Nil*	*Nil*	*3,707*	Baraset-Basirhat Light.
,,	3,155	,,	,,	3,155	,,	814	,,	,,	814	,,	3,969	,,	,,	3,969	
,,	*1,560*	,,	,,	*1,560*	,,	*120*	,,	,,	*120*	,,	*1,680*	,,	,,	*1,680*	Bengal Provincial.
,,	1,606	,,	,,	1,606	,,	116	,,	,,	116	,,	1,722	,,	,,	1,722	
,,	*961*	,,	,,	*961*	,,	*378*	,,	,,	*378*	,,	*1,339*	,,	,,	*1,339*	Bukhtiarpur-Bihar Light.
,,	1,036	,,	,,	1,036	,,	314	,,	,,	314	,,	1,350	,,	,,	1,350	
,,	*1,531*	,,	,,	*1,531*	,,	*336*	,,	,,	*336*	,,	*1,867*	,,	,,	*1,867*	Burdwan-Katwa.
,,	1,602	,,	,,	1,602	,,	341	,,	,,	341	,,	1,943	,,	,,	1,943	
,,	*1,059*	*13*	,,	*1064*	,,	*38*	,,	,,	*38*	,,	*1,097*	*13*	,,	*1,102*	Cutch State.
,,	924	10	,,	928	,,	28	,,	,,	28	,,	952	10	,,	956	
,,	*1,221*	*Nil*	,,	*1,221*	,,	*135*	,,	,,	*135*	,,	*1,356*	*Nil*	,,	*1,356*	Dehri-Rohtas Light.
,,	1,354	,,	,,	1,354	,,	136	,,	,,	136	,,	1,490	,,	,,	1,490	
,,	*1,180*	*6*	,,	*1,183*	,,	*Nil*	,,	,,	*Nil*	,,	*1,180*	*6*	,,	*1,183*	Dholpur State.
,,	1,140	6	,,	1,142	,,	,,	,,	,,	,,	,,	1,140	6	,,	1,142	
,,	*557*	*Nil*	,,	*557*	,,	*89*	,,	,,	*89*	,,	*646*	*Nil*	,,	*646*	Futwah-Islampur.
,,	532	,,	,,	532	,,	72	,,	,,	72	,,	604	,,	,,	604	
,,	*5,549*	*3*	,,	(c)*5,550*	,,	*109*	*2*	,,	(c)*110*	,,	*5,658*	*5*	,,	(c)*5,660*	Gwalior Light.
,,	6,215	3	,,	6,216	,,	187	2	,,	188	,,	6,402	5	,,	6,404	
,,	*847*	*Nil*	,,	*847*	,,	*310*	*Nil*	,,	*310*	,,	*1,157*	*Nil*	,,	*1,157*	Howrah-Sheakhala Light.
,,	908	,,	,,	908	,,	255	,,	,,	255	,,	1,163	,,	,,	1,163	
,,	*103*	*1*	,,	*103*	,,	*15*	,,	,,	*15*	,,	*118*	*1*	,,	*118*	Jagadhri Light.
,,	104	1	,,	104	,,	16	,,	,,	16	,,	120	1	,,	120	
,,	*937*	*Nil*	,,	*937*	,,	*309*	,,	,,	*309*	,,	*1,246*	*Nil*	,,	*1,246*	Jorhat (Provincial).
,,	831	,,	,,	831	,,	267	,,	,,	267	,,	1,098	,,	,,	1,098	
,,	*1,955*	,,	,,	*1,955*	,,	*287*	,,	,,	*287*	,,	*2,242*	,,	,,	*2,242*	Kalighat-Falta.
,,	1,927	,,	,,	1,927	,,	331	,,	,,	331	,,	2,258	,,	,,	2,258	
,,	*Nil*	,,	*56*	*102*	,,	*Nil*	,,	,,	*Nil*	,,	*Nil*	,,	*56*	*102*	Kulasekara-patnam Light.
,,	,,	,,	43	78	,,	,,	,,	,,	,,	,,	,,	,,	43	78	
,,	*436*	,,	*Nil*	*436*	,,	,,	,,	,,	,,	,,	*436*	,,	*Nil*	*436*	Matheran Light
,,	600	,,	,,	600	,,	,,	,,	,,	,,	,,	600	,,	,,	600	
,,	*1,743*	*5*	,,	*1,745*	,,	*41*	,,	,,	*41*	,,	*1,784*	*5*	,,	*1,786*	Porbandar State.
,,	2,029	8	,,	2,032	,,	51	,,	,,	51	,,	2,080	8	,,	2,083	
,,	*621*	*Nil*	,,	*621*	,,	*127*	,,	,,	*127*	,,	*748*	*Nil*	,,	*748*	Tezpore-Balipara Light.
,,	738	,,	,,	738	,,	155	,,	,,	155	,,	893	,,	,,	893	
,,	*46*	*10*	,,	*50*	,,	*Nil*	,,	,,	*Nil*	,,	*46*	*10*	,,	*50*	Trivellore Light.
,,	63	6	,,	65	,,	,,	,,	,,	,,	,,	63	6	,,	65	
,,	*3,926*	*37*	,,	*3,940*	,,	*2,007*	,,	,,	*2,007*	,,	*5,933*	*37*	,,	*5,947*	Udaipur-Chittorgarh.
,,	3,965	27	,,	3,976	,,	1,092	,,	,,	1,092	,,	5,057	27	,,	5,068	
Nil	*30,667*	*75*	*56*	(c)*30,798*	*Nil*	*6,010*	*2*	*Nil*	(c)*6,011*	*Nil*	*36,677*	*77*	*56*	(c)*36,809*	Total Class IIf Railways.
,,	32,467	61	43	32,568	,,	5,038	2	,,	5,039	,,	37,505	63	43	37,607	

not required, siding and departmental.

Ton of Oil fuel = 1 Ton of Coal.
(c) *Revised* Figures.
H64CRAccts

37.—*Statistics of engine miles and Coal consumption of Class II and III Railways for the years 1932-33 and 1933-34*—concld.

Railway.	Gauge.	Year.	Average cost at pit's mouth or at station of supply (in rupees).				Average cost per ton including all freight both rail and sea from pit's mouth or station of supply to engine shed from where issued to Locomotives (in rupees).			
			Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.	Foreign Coal.	Indian Coal.	Wood.	Oil Fuel.
31	32	33	34	35	36	37	38	39	40	41
Class III—*concld.*			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Baraset-Basirhat Light	2′ 6″	*1932-33*	*Nil*	*3·75*	*Nil*	*Nil*	*Nil*	*10·2*	*Nil*	*Nil*
		1933-34	,,	3·00	,,	,,	,,	9·47	,,	,,
Bengal Provincial	2′ 6″	*1932-33*	,,	*2·88*	,,	,,	,,	*6·25*	,,	,,
		1933-34	,,	2·38	,,	,,	,,	6·13	,,	,,
Bukhtiarpur-Bihar Light	2′ 6″	*1932-33*	,,	*2·75*	,,	,,	,,	*8·66*	,,	,,
		1933-34	,,	2·63	,,	,,	,,	8·56	,,	,,
Burdwan-Katwa	2′ 6″	*1932-33*	,,	*2·70*	,,	,,	,,	*6·35*	,,	,,
		1933-34	,,	2·50	,,	,,	,,	6·37	,,	,,
Cutch State	2′ 6″	*1932-33*	,,	*23·0*	*7·00*	,,	,,	*23·0*	*7·00*	,,
		1933-34	,,	23·0	7·50	,,	,,	25·0	7·50	,,
Dehri-Rohtas Light	2′ 6″	*1932-33*	,,	*3·67*	*Nil*	,,	,,	*8·66*	*Nil*	,,
		1933-34	,,	3·00	,,	,,	,,	8·35	,,	,,
Dholpur-State	2′ 6″	*1932-33*	,,	*4·50*	*8·40*	,,	,,	*15·1*	*9·16*	,,
		1933-34	,,	3·75	8·40	,,	,,	14·9	9·19	,,
Futwah-Islampur	2′ 6″	*1932-33*	,,	*2·75*	*Nil*	,,	,,	*8·50*	*Nil*	,,
		1933-34	,,	2·63	,,	,,	,,	8·42	,,	,,
Gwalior-Light	2′ 6″	*1932-33*	,,	*5·00*	,,	,,	,,	*14·2*	*10·0*	,,
		1933-34	,,	4·44	10·0	,,	,,	14·4	10·0	,,
Howrah-Sheakhala Light	2′ 0″	*1932-33*	,,	*3·75*	*Nil*	,,	,,	*8·98*	*Nil*	,,
		1933-34	,,	3·00	,,	,,	,,	8·41	,,	,,
Jagadhri Light	2′ 0″	*1932-33*	,,	*Nil*	*15·5*	,,	,,	*13·0*	*15·5*	,,
		1933-34	,,	3·25	12·2	,,	,,	14·1	12·2	,,
Jorhat (Provincial)	2′ 0″	*1932-33*	,,	*12·5*	*Nil*	,,	,,	*14·8*	*Nil*	,,
		1933-34	,,	12·0	,,	,,	,,	14·3	,,	,,
Kalighat-Falta	2′ 6″	*1932-33*	,,	*2·75*	,,	,,	,,	*8·84*	,,	,,
		1933-34	,,	2·50	,,	,,	,,	8·66	,,	,,
Kulasekarapatnam Light	2′ 0″	*1932-33*	,,	*Nil*	,,	*267·0*	,,	*Nil*	,,	*269·0*
		1933-34	,,	,,	,,	228·0	,,	,,	,,	232·0
Matheran Light	2′ 0″	*1932-33*	,,	*3·75*	,,	*Nil*	,,	*15·0*	,,	*Nil*
		1933-34	,,	3·75	,,	,,	,,	15·0	,,	,,
Porbandar State	3′ 3¾″	*1932-33*	,,	*16·0*	*20·0*	,,	,,	*17·0*	*20·0*	,,
		1933-34	,,	13·0	20·0	,,	,,	14·0	20·0	,,
Tezpore-Balipara Light	2′ 6″	*1932-33*	,,	*19·0*	*Nil*	,,	,,	*16·4*	*Nil*	,,
		1933-34	,,	15·3	,,	,,	,,	15·3	,,	,,
Trivellore Light	2′ 0″	*1932-33*	,,	*2·38*	*13·5*	,,	,,	*17·5*	*14·5*	,,
		1933-34	,,	12·0	9·50	,,	,,	13·5	10·5	,,
Udaipur-Chittorgarh	3′ 3¾″	*1932-33*	,,	*4·13*	*13·5*	,,	,,	*16·5*	*13·5*	,,
		1933-34	,,	3·90	13·6	,,	,,	16·9	13·6	,,

APPENDICES.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. H.*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Assam-Bengal.			Bengal and North Western.			Bengal-Nagpur.*		
1	A 2	B 3	C 4	A 5	B 6	C 7	A 8	B 9	C 10
1. Bridge work	..	2	6	..	3	..	..	1	1
2. Engineers' plant, excluding petty tools	1	8	2	..	6	2	1,18	2,41	71
3. Workshop machinery and heavy tools	78	8	..	..	8	..	2,63	2,25	2
4. Permanent-way :—									
(*a*) Rails	..	..	2,15	..	..	..	..	11	62
(*b*) Steel sleepers	..	..	..	..	..	..	..	6	3
(*c*) Cast iron sleepers	..	..	..	..	1	..	..	3	7,09
(*d*) Wooden sleepers	..	..	2,87	..	..	7,60	..	..	9,17
(*e*) Chairs and fastenings	15	5	12	24	5	25	..	6	50
(*f*) Concrete sleepers	..	..	..	..	..	..	..	..	..
5. Rolling-stock :—									
(*a*) Locomotives and spare parts	2,97	21	6	53	26	1	4,50	1,74	73
(*b*) Rail motors and spare parts	..	..	..	..	..	..	..	..	..
(*c*) Steam coaches and spare parts	..	..	..	..	..	..	..	..	..
(*d*) Electric motor coaches and spare parts	..	..	..	..	..	..	..	..	..
(*e*) Internal combustion coaches and spare parts	..	..	..	..	..	..	..	..	..
(*f*) Coaching stock	..	..	..	..	..	..	3	16	10
(*g*) Goods stock	..	..	..	..	..	..	..	49	..
(*h*) Spare parts—coaching and goods stock	34	23	27	52	40	2	3,36	2,18	1,61
(*i*) Motor cars	..	2	..	..	..	..	..	5	..
6. Building and station materials and fencing	..	54	33	..	60	56	..	1,51	1,67
7. Tools and Stores :—									
(*a*) Tools and cutlery	1	18	2	5	36	11	3	1,41	13
(*b*) Steel (excluding permanent-way materials)	9	46	64	3	1,26	22	..	4,58	3,83
(*c*) Iron (excluding permanent-way materials)	..	1	3	5	28	1	..	46	53
(*d*) Other metals	7	81	5	15	41	17	2	3,90	98
(*e*) Timber	..	..	63	..	..	1,00	..	..	3,82
(*f*) Oils	..	61	93	..	1,88	33	..	5,17	1,79
(*g*) Portland cement	..	..	37	..	..	18	..	3	1,71
(*h*) All other stores	69	1,16	1,35	42	1,99	3,26	65	6,64	6,56
8. Electrical plant and materials	1	80	1	39	1,47	2	..	6,10	37
9. Other materials purchased in India—									
(*a*) Coal and coke	..	..	6,59	..	..	8,59	..	..	28,54
(*b*) Stone	..	..	..	..	..	86	..	..	6
(*c*) Bricks	..	..	..	..	..	..	..	..	6
(*d*) Indian lime	..	..	..	..	..	..	..	..	9
(*e*) Ballast	..	..	..	..	..	51	..	..	2,71
(*f*) Others	..	..	..	..	..	4	..	1,26	1,36
Total	5,12	5,26	16,50	2,38	9,14	23,76	12,40	40,61	74,80

* Includes figures of Vizagapatam Harbour construction.

DIX A.

the Nizam's State Railways) during the year 1933-34. (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Bombay, Baroda and Central India.			Burma.			Eastern Bengal.			East Indian. †			Stores purchased	
A 11	B 12	C 13	A 14	B 15	C 16	A 17	B 18	C 19	A 20	B 21	C 22	23	
..	1,69	99	..	20	..	..	..	43	..	..	1,92	1. Bridge work.	
1	6	1	..	8	..	..	11	1	..	2,30	10	2. Engineers' plant excluding petty tools.	
1,25	36	2	7	46	..	..	24	1	..	2,61	9	3. Workshop machinery and heavy tools.	
												4. Permanent-way :—	
..	..	..	20	..	10,95	..	..	60	..	..	23,10	(*a*) Rails.	
..	..	1,28	..	..	..	..	..	1	..	4	..	(*b*) Steel sleepers.	
..	..	..	..	..	..	..	..	..	..	..	..	(*c*) Cast iron sleepers.	
..	..	9,12	..	..	10,17	..	..	10,19	..	..	14,56	(*d*) Wooden sleepers.	
80	8	45	65	..	48	..	40	28	..	4	26	(*e*) Chairs and fastenings.	
..	..	..	..	..	..	..	..	..	..	..	..	(*f*) Concrete sleepers.	
												5. Rolling-stock :—	
2,76	84	..	59	65	11	17	4,01	4	..	19,70	89	(*a*) Locomotives and spare parts.	
..	..	..	23	..	..	..	..	..	..	..	..	(*b*) Rail motors and spare parts.	
..	5	..	..	..	..	..	..	..	..	..	..	(*c*) Steam coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*d*) Electric motor coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*e*) Internal combustion coaches and spare parts.	
..	..	..	..	..	..	..	..	..	..	..	..	(*f*) Coaching stock.	
..	..	..	..	..	..	..	1	59	..	..	81,27	(*g*) Goods stock.	
1,15	1,36	26	2,01	42	13	..	1,29	39	..	4,12	2,04	(*h*) Spare parts—coaching and goods stock.	
..	2	..	..	..	..	..	..	..	..	99	..	(*i*) Motor cars.	
73	44	27	12	85	99	..	14	13	..	2,02	98	6. Building and station materials and fencing.	
												7. Tools and Stores :—	
12	1,26	31	19	20	21	..	57	14	..	2,73	72	(*a*) Tools and cutlery.	
30	1,16	1,33	1,15	19	..	..	10	14	..	2,51	3,92	(*b*) Steel (excluding permanent-way materials).	
62	15	32	..	1,62	48	..	98	1,33	..	3	4,29	(*c*) Iron (excluding permanent-way materials).	
14	1,14	55	30	1,10	28	..	62	1,10	..	6,48	5,07	(*d*) Other metals.	
..	4	3,74	1	..	16	..	12	73	..	3	3,07	(*e*) Timber.	
..	4,09	3,14	..	6	25	..	3,63	85	..	3,24	8,16	(*f*) Oils.	
..	1	50	..	39	..	..	..	24	..	1,17	1,90	(*g*) Portland cement.	
69	9,39	4,46	84	2,80	19	..	3,13	4,59	..	22,34	13,99	(*h*) All other stores.	
3,95	1,78	5	8	92	34	..	3,31	23	..	7,62	1,11	8. Electrical plant and materials.	
												9. Other materials purchased in India :—	
..	..	20,61	..	..	25,94	..	..	12,99	..	..	21,16	(*a*) Coal and coke	
..	..	24	..	..	28	..	..	10,83	..	..	22	(*b*) Stone.	
..	..	10	..	..	17	..	..	6	..	..	77	(*c*) Bricks.	
..	..	21	..	..	2	..	..	22	..	..	57	(*d*) Indian lime.	
..	..	4,02	..	..	5,30	..	..	26	..	..	3,81	(*e*) Ballast.	
..	..	2,33	..	..	94	..	..	22	..	..	1,87	(*f*) Others	
12,52	23,92	54,31	6,44	9,94	57,39	17	18,66	46,61	..	77,97	1,95,84	Total.	

† Includes figures for Central Indian Coalfields Railway.

APPEN

Value of Stores purchased by the ***Class I Railways*** *(excluding Jodhpur and H. E. H. the*

NOTE.—Columns headed *A* indicate Value of stores
" " *B* indicate Value of imported
" " *C* indicate Value of stores of

Stores purchased.	Great Indian Peninsula.			Madras and Southern Mahratta.			North Western.		
24	A 25	B 26	C 27	A 28	B 29	C 30	A 31	B 32	C 33
1. Bridge work	..	7,78	2	..	19	..	..	2,81	2,87
2. Engineers' plant, excluding petty tools	2	31	2	10	10	..	..	75	10
3. Workshop machinery and heavy tools	1	1,28	2	24	87	..	7	2,08	4
4. Permanent-way :—									
(*a*) Rails	..	..	1	..	..	8,98	..	3	7
(*b*) Steel sleepers	..	..	8	..	..	..	..	1,98	5,10
(*c*) Cast iron sleepers	..	36	4,66	..	..	..	..	23	1,98
(*d*) Wooden sleepers	..	..	4,98	..	..	8,42	..	89	6,94
(*e*) Chairs and fastenings	3	52	27	74	..	37	..	..	28,30
(*f*) Concrete sleepers	..	..	..	..	..	..	..	2	2,12
5. Rolling-stock :—									
(*a*) Locomotives and spare parts	..	8,31	18	4,55	84	3	..	12,23	14
(*b*) Rail motors and spare parts	..	1	..	..	..	..	2	..	..
(*c*) Steam coaches and spare parts	..	..	..	..	..	..	..	1	20
(*d*) Electric motor coaches and spare parts	..	15	5	..	..	..	..	..	..
(*e*) Internal combustion coaches & spare parts	..	1	..	..	..	..	..	..	..
(*f*) Coaching stock	..	..	..	..	..	13	..	27	..
(*g*) Goods stock	..	..	..	..	..	1,66	..	..	..
(*h*) Spare parts—coaching and goods stock	2	8,76	3	3,94	67	1,90	..	11,07	1,08
(*i*) Motor cars	..	7	..	..	..	..	..	17	
6. Building and station materials and fencing	..	73	71	5	31	57	..	1,57	1,09
7. Tools and stores :—									
(*a*) Tools and cutlery	..	1,18	9	45	24	11	..	1,76	33
(*b*) Steel (excluding permanent-way materials)	..	3,14	1,05	76	1,17	13	..	4,01	4,19
(*c*) Iron (excluding permanent-way materials)	..	35	86	8	12	39	..	15	1,89
(*d*) Other metals	..	2,08	3,82	34	1,38	5	..	1,14	63
(*e*) Timber	..	..	1,51	..	..	1,13	..	..	3,85
(*f*) Oils	..	8,41	1,39	..	3,53	2,45	..	9,38	5,78
(*g*) Portland cement	..	..	60	..	2	40	..	57	62
(*h*) All other stores	..	7,14	6,71	2,17	3,65	3,61	..	9,42	15,79
8. Electrical plant and materials	3	8,49	6	34	2,06	8	..	7,51	8
9. Other materials purchased in India :—									
(*a*) Coal and coke	..	..	34,90	..	..	25,84	..	..	44,79
(*b*) Stone	..	..	5	..	..	14	..	..	2
(*c*) Bricks	..	..	16	..	..	42	..	..	14
(*d*) Indian lime	..	..	8	..	..	13	..	..	61
(*e*) Ballast	..	..	2,24	..	..	2,32	..	..	76
(*f*) Others	..	6,35	52	..	1	3	..	10,58	9
Total	11	65,43	65,07	13,76	15,26	57,79	9	78,63	1,29,60

DIX A—*concld.*

Nizam's State Railways) during the year 1933-34 (*In thousands of rupees.*)

imported direct.

stores purchased in India.

Indian manufacture or of indigenous origin.

Rohilkund and Kumaon.			South Indian.			Totals.			Stores purchased.
A 34	B 35	C 36	A 37	B 38	C 39	A 40	B 41	C 42	43
..	1	..	..	24	99	..	12,98	7,29	1. Bridge work.
..	1	..	3	17	2	1,25	6,44	1,01	2. Engineers' plant excluding petty tools.
..	2	..	29	36	1	5,34	10,69	21	3. Workshop machinery and heavy tools.
									4. Permanent-way :—
..	..	..	..	6	79	20	20	46,37	(*a*) Rails.
..	..	..	..	..	6	..	2,08	6,56	(*b*) Steel sleepers.
..	..	..	..	..	..	..	63	13,73	(*c*) Cast iron sleepers.
..	..	86	..	..	6,72	..	89	91,60	(*d*) Wooden sleepers.
26	4	..	27	9	65	3,14	1,33	31,93	(*e*) Chairs and fastenings.
..	..	..	..	..	..	..	2	2,12	(*f*) Concrete sleepers.
									5. Rolling-stock :—
5	8	1	2,18	37	..	18,30	49,24	2,20	(*a*) Locomotives and spare parts.
..	..	..	..	..	..	25	1	..	(*b*) Rail motors and spare parts.
..	..	..	..	..	..	..	6	20	(*c*) Steam coaches and spare parts.
..	..	..	8,41	1,12	..	8,41	1,27	5	(*d*) Electric motor coaches and spare parts.
..	..	..	..	..	..	..	1	..	(*e*) Internal combustion coaches and spare parts.
..	4	1	14	2	..	17	49	24	(*f*) Coaching stock.
30	..	1,19	..	..	..	30	50	84,71	(*g*) Goods stock.
..	1	..	1,87	90	3	13,21	31,41	7,76	(*h*) Spare parts—coaching and goods stock.
..	..	..	6	..	..	6	1,32	..	(*i*) Motor cars.
..	16	3	3	64	2,07	93	9,51	9,40	6. Building and station materials and fencing.
									7. Tools and stores :—
1	7	1	33	65	26	1,19	10,71	2,44	(*a*) Tools and cutlery.
..	4	..	58	58	10	2,91	19,20	15,55	(*b*) Steel (excluding permanent-way materials).
8	27	3	9	20	38	92	4,62	10,54	(*c*) Iron (excluding permanent-way materials).
..	21	2	1,01	89	11	2,03	20,16	12,83	(*d*) Other metals.
..	..	18	..	..	1,49	1	19	21,31	(*e*) Timber.
..	2	46	..	3,97	1,40	..	43,99	26,93	(*f*) Oils.
..	..	3	..	7	2,09	..	2,26	8,64	(*g*) Portland cement.
14	51	40	1,24	3,57	1,77	6,84	71,74	62,08	(*h*) All other stores.
..	28	..	2,81	2,56	28	7,61	42,90	2,63	8. Electrical plant and materials.
									9. Other materials purchased in India :—
..	..	1,60	..	25	11,27	..	25	2,42,82	(*a*) Coal and coke.
..	..	..	..	..	23	..	..	12,93	(*b*) Stone.
..	..	2	..	..	16	..	..	2,06	(*c*) Bricks.
..	..	..	..	..	4	..	..	1,97	(*d*) Indian lime.
..	..	..	..	..	2,53	..	..	24,46	(*e*) Ballast.
..	..	..	..	4	10	..	18,24	7,59	(*f*) Others.
84	1,77	4,85	19,34	16,75	33,55	73,17	3,63,34	7,60,07	Total.

APPEN

Details of working of Company or State collieries

Colliery	Owned by	Province.	Date from which each colliery commenced to work	Year.	Capital outlay.	Out		
						Large coal.	Small coal.	Slack coal.
1	2	3	4	5	6	7	8	9
					Rs.	Tons.	Tons.	Tons
Bokaro . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	August 1915.	*1931-32*	*29,95,846*	*531,605*	*Nil.*	*109,519*
				1932-33	(*b*)*30,07,933*	*400,281*	*Nil.*	*85,313*
				1933-34	30,57,967	438,425	*Nil.*	113,225
Swang . .	East Indian and Bengal-Nagpur Railways.	Bihar and Orissa.	27th July 1924.	*1931-32*	*17,53,087*	*50,012*	*4,265*	*6,944*
				1932-33	*17,65,047*	*63,944*	*4,893*	*6,394*
				1933-34	(*a*)17,48,995	50,402	3,595	2,100
Kurharbaree and Serampore	East Indian Railway.	Bihar and Orissa.	1st January 1871.	*1931-32*	*62,15,526*	*464,977*	*40,215*	*142,031*
				1932-33	(*b*)*71,13,620*	*382,999*	*38,795*	*148,140*
				1933-34	72,42,679	441,398	95,007	107,958
Bhurkunda .	State . .	Bihar and Orissa.	1st June 1927.	*1931-32*	*53,69,741*	*154,481*	*Nil*	*6,971*
				1932-33	(*b*)*54,84,606*	*111,521*	*Nil*	*36,614*
				1933-34	(*a*)53,28,793	78,202	*Nil*	25,146
Kargali . .	State . .	Bihar and Orissa.	18th July 1917.	*1931-32*	*58,79,591*	*583,666*	*31,771*	*20,992*
				1932-33	(*a*)(*b*)*44,84,689*	*361,629*	*18,361*	(*b*)*43,929*
				1933-34	(*a*)43,71,539	406,512	21,986	67,436
Argada . .	Bengal Nagpur Railway.	Bihar and Orissa.	1st May 1926.	*1931-32*	*30,08,243*	*214,315*	*Nil*	*19,701*
				1932-33	(*a*)(*b*)*29,50,144*	(*b*)*172,836*	*Nil*	(*b*) *17,515*
				1933-34	(*a*)29,20,301	173,398	*Nil*	21,757
Talcher	Bengal Nagpur Railway.	Bihar and Orissa.	1st Sept. 1932.	*1931-32*	*14,55,494*	†	†	†
				1932-33	(*b*)*16,55,747*	(*b*) *11,629*	*Nil*	(*b*)*4,324*
				1933-34	18,08,970	40,846	*Nil*	9,873
	Madras & Southern Mahratta Railway.	Bihar and Orissa.	Sept. 1930	*1931-32*	*36,08,602*	*29,034*	*Nil*	*3,714*
				1932-33	*38,60,353*	*84,065*	*Nil*	*5,496*
				1933-34	38,55,435	1,80,004	*Nil*	5,058
Jarangdih .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	1st April 1927.	*1931-32*	*66,37,833*	*108,310*	*106*	*2,708*
				1932-33	(*b*)*68,95,005*	(*b*) *113,256*	*7,479*	(*b*)*13,573*
				1933-34	79,09,387	102,930	16,322	22,134
Raligara .	Bombay Baroda & Central India and Madras & Southern Mahratta Railways.	Bihar and Orissa.	..	*1931-32*	*20,27,879*	†	†	†
				1932-33	(*b*)*20,70,418*	†	†	†
				1933-34	(*c*)20,69,885	††	††	††
Kurasia .	Bombay Borada & Cetral India Railway.	Central Provinces.	7th May 1932.	*1931-32*	*3,41,617*	†	†	†
				1932-33	(*b*)*5,38,251*	*12,793*	*Nil*	*1,411*
				1933-34	7,90,831	82,806	*Nil*	680
Kedlat .	East Indian and Bengal Nagpur Railways.	Bihar and Orissa.	..	*1931-32*	*7,11,907*	†	†	†
				1932-33	*7,23,136*	†	†	†
				1933-34	7,23,136	†	†	†

(*a*) The decrease is due to the contribution to Sinking Fund during this year being more than the debits to Block account.
(*b*) Revised figures.
(c) The decrease is due to Rs. 583 booked wrongly under development in 1932-33 having been written back in the year 1933-34.

DIX B.

for the years 1931-32 to 1933-34.

PUT. Total. 10	Quantity issued. 11	Working expenses. 12	Average cost of a ton of coal. 13	Average number of persons employed daily. 14	Number of tons raised per person employed. 15	Number of persons killed. 16	Number of persons injured. 17	Colliery. 18
Tons.	Tons.	Rs.	Rs.		Tons.			
641,124	*641,124*	*17,47,122*	*2·73*	*5,594*	*115*	*Nil*	*5*	Bokaro.
485,594	*485,594*	‡	‡	*3,115*	*156*	*1*	*4*	Bokaro.
551,650	551,650	‡	‡	1,694	326	1	8	Bokaro.
61,221	*60,721*	†	†	*684*	*90*	*1*	*Nil*	Swang.
75,231	*75,531*	**(b)17,17,617	(b)3·06	*1,015*	*74*	*1*	*Nil*	Swang.
56,097	56,097	**19,63,568	3·23	243	231	*Nil*	*Nil*	Swang.
647,223	*615,189*	*28,76,730*	*4·44*	*4,929*	*131*	*5*	*37*	Kurharbaree and Serampore.
569,933	*550,326*	(b)26,35,340	(b)4·62	*4,776*	*119*	*4*	*26*	Kurharbaree and Serampore.
644,363	604,780	26,81,786	4·16	6,624	97	4	24	Kurharbaree and Serampore.
161,452	*161,452*	†	†	*723*	*222*	*Nil*	*Nil*	Bhurkunda.
148,135	*148,135*	†	†	(b)875	*1.52*	*1*	*Nil*	Bhurkunda.
103,348	103,348	†	†	812	127	*Nil*	1	Bhurkunda.
636,429	*636,429*	*23,99,258*	*3·77*	*5,567*	*114*	*Nil*	*15*	Kargali.
(b)423,919	(b)423,919	(b)16,52,837	(b)3·90	*5,174*	(b)82	*Nil*	*7*	Kargali.
495,934	495,934	18,24,787	3·68	3,711	134	2	7	Kargali.
234,016	*233,342*	*6,62,450*	*2·83*	*887*	*264*	*1*	*2*	Argada.
194,228	*195,078*	(b)7,09,178	(b)3·65	*755*	*257*	*2*	*1*	Argada.
195,155	197,393	6,58,557	3·37	879	222	*Nil*	1	Argada.
†	†	†	†	†	†	†	†	Talcher.
19,371	*18,521*	(b)1,82,850	(b)9·44	*513*	*38*	*1*	*Nil*	Talcher.
50,719	51,401	2,98,651	5·89	628	81	*Nil*	1	Talcher.
32,748	*25,481*	§	§	*533*	*62*	*1*	*2*	Talcher.
89,561	*89,494*	(b)4,27,173	(b)4·77	*169*	*530*	*1*	*43*	Talcher.
185,062	185,130	6,14,228	3·32	177	1,046	2	49	Talcher.
111,124	*108,615*	*6,85,352*	*6·16*	*1,242*	*90*	*2*	*13*	Jarangdih.
(b)134,308	*128,023*	(b)6,73,781	(b)4·68	*1,268*	(b)106	*3*	*15*	Jarangdih.
141,386	140,810	6,50,480	4·60	1,357	104	1	26	Jarangdih.
†	†	†	†	†	†	†	†	Raligara.
†		†	†	†	†	†	†	Raligara.
††	††	††	††	††	††	††	††	Raligara.
†	†	†	†	†	†	†	†	Kurasia.
14,204	(b)13,792	‡	†	*960*	*15*	*Nil*	*Nil*	Kurasia.
83,487	83,477	2,85,141	3·40	440	189	*Nil*	2	Kurasia.
†	†	†	†	†	†	†	†	Kedla.†
†	†	†	†	†	†	†	†	Kedla.†
†	†	†	†	†	†	†	†	Kedla.†

§Figures not furnished.

†Development in progress. No working account yet opened.

†† Development work has been suspended.

‡ Included under "Swang" separate figures not being available.

**See remarks against ‡

APPEN

*Statement of the Number of Servants of all races employed on each Railway system (**open lines only**)*

Railways.	Number of									
	Europeans.		Indians.							
			Hindus.		Muslims.		Anglo-Indians and Domiciled Europeans.		Sikhs.	
	1932-33.	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.
1	2	3	4	5	6	7	8	9	10	11
CLASS I.										
Assam-Bengal	*58*	56	*9,795*	10,257	*5,147*	5,552	*258*	264	*106*	104
Bengal & North Western.	**98*	97	**22,620*	22,765	**3,293*	3,507	**218*	209	**10*	9
Bengal-Nagpur	**475*	441	*54,752*	55,375	*6,186*	6,119	*1,406*	1,366	*711*	555
Bombay, Baroda & Central India.	*323*	308	*51,032*	48,246	*11,499*	11,340	*1,006*	968	*158*	157
Burma	*112*	112	*15,067*	14,835	*2,624*	2,567	**643*	638	**629*	626
Eastern Bengal	*231*	204	**32,880*	34,453	*11,802*	13,131	**573*	577	*129*	131
East Indian	*1,051*	948	*94,497*	92,750	*24,737*	24,336	*2,260*	2,250	*355*	360
Great Indian Peninsula.	**638*	558	**68,966*	66,674	*10,657*	10,250	*1,607*	1,621	*287*	305
Jodhpur	**23*	26	*5,002*	5,099	*1,596*	1,591	*17*	19	*3*	10
Madras & Southern Mahratta.	*218*	192	*39,589*	38,544	*5,593*	5,562	*1,995*	1,930	*16*	16
Nizam's State	*85*	78	*12,243*	12,874	*2,547*	2,563	*414*	424	*9*	9
North Western	**729*	623	**37,780*	35,071	**59,362*	56,803	*1,072*	999	**6,075*	5,925
Rohilkund and Kumaun.	*23*	22	*3,545*	3,645	*1,780*	1,760	*27*	28	*Nil*	*Nil*
South Indian	*130*	134	*29,127*	28,290	*2,045*	1,995	*1,407*	1,363	*4*	3
Total	**4,203*	3,799	**476,895*	468,878	**148,868*	147,076	**12,903*	12,656	**8,492*	8,210
CLASS II.										
Barsi Light	*11*	9	*1,287*	1,236	*180*	171	*20*	19	*Nil*	*Nil*
Bengal-Dooars	*4*	4	*1,296*	1,419	*223*	314	*6*	6	*Nil*	*Nil*
Bhavnagar State	*2*	2	*2,804*	2,829	*269*	253	*7*	6	*Nil*	*Nil*
Bikaner State	*6*	5	*3,323*	3,220	*725*	752	*2*	2	*4*	18
Darjeeling-Himalayan.	*9*	9	*1,635*	1,651	*56*	66	*26*	24	*3*	3
Dibru-Sadiya	*11*	11	*1,658*	1,756	*235*	288	*3*	3	*20*	25
Gaekwar's Baroda State.	*Nil*	*Nil*	*2,115*	3,159	*148*	308	*8*	16	*22*	23
Gondal	*Nil*	*Nil*	*1,338*	1,245	*69*	57	*Nil*	*Nil*	*Nil*	*Nil*
Howrah-Amta Light.	*2*	2	*814*	840	*182*	182	*15*	14	*Nil*	*Nil*
Jamnagar-Dwarka	*1*	1	*1,116*	1,026	*249*	226	*1*	1	*Nil*	*Nil*
Junagad State	*2*	3	*974*	1,017	*197*	194	*5*	6	*Nil*	*Nil*
Morvi	*Nil*	*Nil*	*717*	824	*66*	58	*Nil*	*Nil*	*Nil*	*Nil*
Mysore	*2*	2	*1,001*	1,082	*138*	153	*35*	32	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur.	*3*	3	**361*	362	*203*	217	*1*	1	*3*	4
Total	*53*	51	**20,439*	21,666	*2,940*	3,239	*129*	130	*52*	73
Class III, Total	**19*	19	**4,816*	4,855	**821*	841	*12*	12	**3*	4
Railway Board & other Railway Offices.	*39*	37	**2,132*	2,106	**460*	469	**45*	46	**54*	52
Grand Total	**4,314*	3,906	**504,282*	497,505	**153,089*	151,625	**13,089*	12,844	**8,601*	8,339

*Revised figures.

DIX C.

and in the Railway Board and other Railway Offices at the close of the years 1932-33 and 1933-34.

servants employed.

Indian Christians.		Other classes.		Total.		Grand Total.		Grand Total including staff on loan from the Indian Audit and Accounts Service Deptt.		Railways.
1932-33.	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	
12	13	14	15	16	17	18	19	20	21	22
										CLASS I.
78	32	*153*	143	*15,537*	16,352	*15,595*	16,408	*15,595*	16,408	Assam-Bengal.
**214*	201	*2*	9	**26,357*	26,700	**26,455*	26,797	*26,455*	26,797	Bengal & North-Western.
862	926	*83*	93	*64,000*	64,434	**64,475*	64,875	*64,475*	64,875	Bengal-Nagpur.
1,506	1,726	*1,247*	1,217	*66,448*	63,654	*66,771*	63,962	*66,771*	63,962	Bombay, Baroda & Central India.
**392*	386	**5,162*	5,365	**24,517*	24,417	**24,629*	24,529	*24,631*	24,530	Burma.
185	194	*29*	16	**45,598*	48,502	**45,829*	48,706	*45,835*	48,711	Eastern Bengal.
712	644	*321*	348	*122,882*	120,688	*123,933*	121,636	*123,935*	121,640	East Indian.
3,098	3,229	*1,233*	1,011	**85,848*	83,090	**86,486*	83,648	*86,489*	83,651	Great Indian Peninsula.
62	66	*19*	8	*6,699*	6,793	**6,722*	6,819	*6,723*	6,820	Jodhpur.
2,828	3,294	*634*	96	*50,655*	49,442	*50,873*	49,634	*50,873*	49,634	Madras & South Mahratta.
738	738	*60*	70	*16,011*	16,678	*16,096*	16,756	*16,096*	16,756	Nizam's State.
1,058	914	**2,119*	2,198	**107,466*	101,910	**108,195*	102,533	*108,207*	102,538	North Western.
6	7	*1*	*Nil*	*5,359*	5,440	*5,382*	5,462	*5,382*	5,462	Rohilkund and Kumaun.
3,597	3,551	*260*	185	*36,440*	35,387	*36,579*	35,521	*36,579*	35,521	South Indian.
**15,336*	15,908	**11,323*	10,759	**673,817*	663,487	**678,020*	667,286	*678,046*	667,305	Total.
										CLASS II.
48	39	*1*	1	*1,536*	1,466	*1,547*	1,475			Barsi Light.
5	7	*3*	3	*1,533*	1,749	*1,537*	1,753			Bengal-Dooars.
27	33	*38*	35	*3,145*	3,156	*3,147*	3,158			Bhavnagar State.
9	4	*Nil*	*Nil*	*4,063*	3,996	*4,069*	4,001			Bikaner State.
10	11	*9*	9	*1,739*	1,764	*1,748*	1,773			Darjeeling Himalayan.
12	17	*Nil*	*Nil*	*1,928*	2,089	*1,939*	2,100			Dibru-Sadiya.
25	21	*9*	5	*2,327*	3,532	*2,327*	3,532			Gaekwar's Baroda State.
14	14	*5*	6	*1,426*	1,322	*1,426*	1,322			Gondal.
Nil	*Nil*	*Nil*	*Nil*	*1,011*	1,036	*1,013*	1,038			Howrah-Amta Light.
10	9	*2*	2	*1,378*	1,264	*1,379*	1,265			Jamnagar-Dwarka.
4	8	*2*	1	*1,182*	1,226	*1,184*	1,229			Junagad State.
Nil	*Nil*	*1*	1	*784*	883	*784*	883			Morvi.
Nil	*Nil*	*116*	122	*1,290*	1,391	*1,292*	1,393			Mysore.
**Nil*	*Nil*	**3*	3	**571*	587	**574*	590			Shahdara (Delhi)-Saharanpur.
**164*	163	**189*	190	**23,913*	25,461	**23,966*	25,512			Total.
43	44	*18*	23	**5,713*	5,779	**5,732*	5,798			Class III Total.
**59*	52	**5*	4	**2,755*	2,729	**2,794*	2,766			Railway Board & other Railway Offices.
**15,602*	16,167	**11,535*	10,976	**706,198*	697,456	**710,512*	701,362			Grand Total.

APPENDIX D (*i*).

Summary of accidents and casualties reported by railways open for traffic in India as having occurred during 1933-34 and the preceding four years.

[Summary of Appendices D (*ii*) to D (*vi*).]

Class of accidents. 1	1929-30. 2	1930-31 3	1931-32. 4	1932-33. 5	1933-34. 6	References. 7
I.—*Accidents to trains*—						Appendix D (*iii*) Col. 311.
Collisions—						
Passenger trains	88	80	65	44	65	Items 1 to 3
Other trains and light engines	371	275	200	161	191	„ 4 to 6
Derailments—						
Passenger trains	511	369	294	216	234	„ 7 (*a*) & 7 (*b*)
Other trains	4,095	4,176	3,291	2,968	3,174	„ 8 (*a*) & 8 (*b*)
II.—*Failure of engines and rolling stock*—						
Failure of engines due to faulty design, material or workmanship in the Mechanical Department—						
(1) boilers and tubes	146	147	83	85	84	Item 9 (*a*) (1)
(2) machinery, springs, etc.	637	565	494	458	437	„ 9 (*a*) (2)
Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—						
(1) boilers and tubes	570	270	287	201	269	„ 9 (*b*) (1)
(2) other causes	2,535	2,213	1,538	1,216	1,132	„ 9 (*b*) (2)
Failure of tyres and wheels	14	27	17	11	12	„ 9 (*c*) & 9 (*d*)
ditto axles	94	90	86	54	44	„ 9 (*e*)
ditto brake apparatus	19	23	14	5	13	„ 9 (*f*)
ditto couplings and draft gear	3,091	3,100	3,575	2,017	1,917	„ 9 (*g*)
ditto other rolling stock†	..	..	..	4	345	„ 9 (*h*)
III.—*Failure of permanent-way*—						
Broken rails	336	415	306	350	355	„ 10 (*a*)
Failure of tunnels, bridges, viaducts, culverts, etc.	4	9	7	3	6	„ 10 (*b*)
Flooding of portions of permanent-way.	171	238	136	124	188	„ 10 (*c*)
Slips in cuttings or embankments	108	87	69	59	74	„ 10 (*d*)
IV.—*Fires*—						
Fire in trains	167	125	107	133	144	„ 11 (*a*)
Fire at stations or involving injury to bridges or viaducts.	99	48	59	62	42	„ 11 (*b*)
V.—*Other accidents*—						
Trains running over cattle on the line	9,285	8,861	8,790	9,237	9,701	„ 12 (*b*)
Trains running over obstructions on the line (other than those at level crossings).	217	222	168	236	193	„ 12 (*c*)
Trains running over obstructions or vehicles at level crossings.	125	104	107	109	94	„ 12 (*d*)
Train-wrecking.	58	145	32	47	20	„ 12 (*e*)
Attempted train-wrecking			122	131	116	„ 12 (*f*)
Miscellaneous	785	712	472	356	381	„ 12 (*g*) + 12 (*a*).
TOTAL	23,526	22,391	20,319	18,287	19,231	Total.

*NUMBER OF PERSONS KILLED OR INJURED.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
A.—*In accidents caused by the movement of railway vehicles, exclusive of accidents to trains, etc.*—											Appendix D (*ii*).
Passengers	349	1,040	325	881	245	808	215	761	204	735	Total (*a*) Col. 29
Railway servants	343	1,708	282	1,827	201	1,819	184	1,789	177	1,975	„ (*b*) Col. 54
Other persons	2,481	774	2,397	735	2,322	736	2,225	698	2,307	679	„ (*c*) Col. 54
TOTAL	3,173	3,522	3,004	3,443	2,768	3,363	2,624	3,248	2,688	3,439	„ (*d*) Col. 54
B.—*In accidents to trains, rolling-stock and permanent-way*—											Appendix D (*iii*).
Passengers	6	69	12	140	8	93	6	61	21	160	Cols. 313 and 315—(Total)
Railway servants	33	174	25	132	16	157	8	79	9	123	„ 317 & 319— „
Other persons	67	171	71	96	32	62	41	103	45	86	„ 321 & 323— „
TOTAL	106	414	108	368	56	312	55	243	75	369	„ 325 & 327—(Total).
C.—*In accidents on railway premises not connected with the movement of railway vehicles*—											Appendix D (*iv*).
Passengers	3	17	..	16	2	11	10	21	7	19	Cols. 355 & 356—(Total).
Railway servants	62	4,014	44	4,659	43	5,467	24	5,922	33	6,357	„ 357 & 358— „
Other persons	21	87	24	61	19	47	44	75	23	798	„ 359 & 360— „
TOTAL	86	4,118	68	4,736	64	5,525	78	6,018	63	7,174	„ 361 & 362—(Total).
TOTAL PASSENGERS	358	1,126	337	1,037	255	912	231	843	232	964	A+B+C above.
TOTAL RAILWAY SERVANTS	438	5,896	351	6,618	260	7,443	216	7,790	219	8,455	
TOTAL OTHER PERSONS	2,569	1,032	2,492	892	2,373	845	2,310	876	2,375	1,563	
GRAND TOTAL	3,365	8,054	3,180	8,547	2,888	9,200	2,757	9,509	2,826	10,982	

		Railway Servants.	Other Persons.	Total.	Appendix D (*vi*).
*Number of persons killed or injured in Railway Workshops, etc., in 1933-34 not included in the above summary.	Killed	8	5	13	Totals (*b*), (*c*) & (*d*) (*Col. 407*).
	Injured	8,789	14	8,803	

† New item, introduced from 1932-33.

Number of persons killed or injured during the year 1933-34 by the movement of trains and railway distinguishing between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	Class I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
7 (*a*)	8	9	10	11	12	13	14	15	16
(*a*) PASSENGERS.									
ACCIDENTS OTHER THAN THOSE TO TRAINS, ETC.									
1. Falling between trains and platforms	Killed	..	1	..	4	2	6	19	8
	Injured	..	..	5	2	4	14	13	11
2. Falling on to the platforms, ballast, etc., when getting into or out of trains.	Killed	..	3	..	..	1	3	7	5
	Injured	2	4	22	16	16	9	10	19
3. Crossing the line at stations	Killed	..	..	1	..	1	..	2	2
	Injured	..	2	..	1	..	..	..	..
4. Closing of carriage doors	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	2	..	..	2
5. Falling or jumping out of carriages during the running of trains.	Killed	..	3	2	16	2	6	10	15
	Injured	8	86	17	35	13	32	37	65
6. Other accidents	Killed	..	..	..	3	..	..	3	1
	Injured	..	4	4	7	..	3	7	34
TOTAL (*a*)	Killed	..	7	3	23	6	15	41	31
	Injured	10	96	48	61	35	58	67	131
(*b*) RAILWAY SERVANTS.									
(*i*) ACCIDENTS IN CONNECTION WITH THE COUPLING AND UNCOUPLING OF VEHICLES.									
1. Coupling or uncoupling vehicles	Killed	..	..	..	..	..	..	1	..
	Injured	..	1	1	53	15	7	114	120
2. Coming in contact, whilst riding on vehicles during shunting, with other vehicles, etc., standing on adjacent lines.	Killed	..	..	..	..	..	..	..	..
	Injured	1	..	..	2	..	..	5	3
3. Passing over or standing upon buffers during shunting	Killed	..	1	..	..	..	..	..	..
	Injured	..	..	..	..	1	..	..	..
4. Getting on or off or falling off, engines, wagons, etc., during shunting.	Killed	..	..	1	..	..	..	3	..
	Injured	..	2	2	13	10	6	24	22
5. Braking, spragging or choking wheels	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	16	..	..	23	30
6. Attending to ground points, marshalling trains, etc.	Killed	..	..	..	..	..	1	..	..
	Injured	1	1	..	..	1	..	..	2
7 Moving vehicles by capstans, turntables, props, etc., during shunting.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	..	..	..	1	6	..
8. Other accidents during shunting operations not included in the preceding.	Killed	..	..	..	..	..	1	1	2
	Injured	1	5	..	18	5	7	36	53
TOTAL (*i*)	Killed	..	1	1	..	..	2	5	2
	Injured	3	9	3	102	32	21	208	230

DIX D (*ii*).

vehicles, exclusive of accidents included in Appendix D (iii), *on all railways open for traffic, far as practicable, the nature and causes of the accidents occasioning death or injury.*

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of Accidents [see Col. 7 (*a*)].
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34.	*1932-33.*	1933-34. (Cols. 23, 25 and 27.)	*1932-33.* (Cols. 24, 26 and 28.)	
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
..	..	..	13	1	..	51	*27*	..	..	..	*1*	54	*28*	1
..	..	..	23	..	..	72	*49*	..	..	..	..	72	*49*	
..	..	..	2	..	..	21	*21*	..	..	..	..	21	*21*	2
..	..	2	14	..	5	119	*95*	..	*5*	..	..	119	*100*	
..	..	..	1	..	..	7	*10*	..	..	2	..	9	*10*	3
..	..	..	2	..	..	5	*9*	..	*1*	..	..	5	*10*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	4
..	1	..	..	..	..	5	*9*	..	..	..	*1*	5	*10*	
..	2	2	42	..	8	108	*138*	2	..	..	*1*	110	*139*	5
..	47	..	77	7	39	463	*502*	30	*19*	12	*6*	505	*527*	
..	1	..	2	..	..	10	*14*	..	..	..	*2*	10	*16*	6
..	10	..	8	..	1	78	*62*	1	*3*	..	..	79	*65*	
..	3	2	60	1	8	200	*211*	2	..	2	*4*	204	*215*	Total (*a*).
..	58	2	124	7	45	742	*726*	31	*28*	12	*7*	785	*761*	
..	1	..	2	..	2	6	*15*	..	..	..	..	6	*15*	1
3	42	14	68	2	27	467	*455*	2	*3*	3	*2*	472	*460*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	2
..	..	..	3	..	..	14	*13*	1	..	..	..	15	*13*	
..	..	..	..	..	..	1	*3*	..	..	..	..	1	*3*	3
..	1	..	4	..	..	6	*7*	2	*3*	..	..	8	*10*	
..	..	..	..	..	..	4	*2*	1	..	..	..	5	*2*	4
..	3	..	4	..	..	86	*77*	..	*1*	..	..	86	*78*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	9	1	10	..	..	89	*86*	..	..	2	..	91	*86*	
..	1	..	..	..	..	2	*1*	..	..	..	..	2	*1*	6
..	..	..	..	..	2	7	*7*	..	..	..	..	7	*8*	
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7
..	..	..	7	..	..	14	*8*	..	..	..	..	14	*8*	
..	..	..	3	1	..	8	*12*	..	..	..	..	8	*12*	8
..	2	2	23	1	8	161	*142*	4	*1*	..	..	165	*143*	
..	2	..	5	1	2	21	*34*	1	..	..	..	22	*34*	Total (*i*).
3	57	17	119	3	37	844	*795*	9	*9*	5	*2*	858	*806*	

Number of persons killed or injured during the year 1933-34 by the movement of trains and railway between passengers, railway servants and other persons, and classifying, as

Class of accident.	Nature of Injury.	CLASS I							
		Assam-Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
32	33	34	35	36	37	38	39	40	41
(*b*) RAILWAY SERVANTS—*concld.*									
(*ii*) OTHER ACCIDENTS.									
9. Falling off engines, etc., during the running of trains.	Killed	..	..	1	..	..	1	3	1
	Injured	..	3	2	..	2	7	7	12
10. Coming in contact with over-bridges, or erections on the sides of the line during the running of trains.	Killed	..	..	..	..	..	..	..	..
	Injured	..	..	1	..	..	..	5	3
11. Getting on or off engines, vans, etc., during the running of trains.	Killed	..	3	..	..	..	2	2	2
	Injured	..	1	1	3	3	1	16	44
12. Attending to, or failure of, machinery, etc., of engines in steam.	Killed	..	..	..	..	..	..	..	..
	Injured	..	1	..	33	4	8	172	231
13. Working on the permanent-way, sidings, etc.	Killed	..	..	1	3	..	1	6	2
	Injured	..	1	1	3	..	1	2	..
14. Attending to gates at level-crossings	Killed	..	..	..	2	1	3	2	2
	Injured	1	2	..	1	..	..	..	2
15. Walking, crossing, or standing on the line on duty.	Killed	..	..	7	4	1	8	10	9
	Injured	1	2	3	10	5	1	10	8
16. Being caught between vehicles	Killed	..	..	..	1	..	..	1	1
	Injured	..	..	..	..	..	..	1	..
17. Falling or being caught between trains and platforms, walls, etc.	Killed	..	..	..	..	..	..	2	..
	Injured	..	1	..	4	..	1	2	..
18. Walking, etc., on the line on the way home or to work.	Killed	..	..	1	2	1	1	5	2
	Injured	1	..	.	3	2	..	2	1
19. Miscellaneous	Killed	..	1	2	1	1	..	3	7
	Injured	..	4	2	39	1	34	24	58
TOTAL (*ii*).	Killed	..	4	12	13	4	16	34	26
	Injured	3	15	10	96	17	53	241	359
TOTAL RAILWAY SERVANTS (*b*)=[(*i*) + (*ii*)]	Killed	..	5	13	13	4	18	39	28
	Injured	6	24	13	198	49	74	449	589
(*c*) OTHER PERSONS.									
1. Passing over the railway at level crossings	Killed	..	1	..	1	2	4	16	8
	Injured	..	..	..	1	..	1	1	..
2. Trespassing on the line	Killed	33	192	139	160	60	172	389	147
	Injured	37	76	45	43	38	62	99	31
3. Suicides	Killed	..	10	41	11	7	29	144	48
	Injured	..	2	3	..	..	..	5	2
4. Miscellaneous	Killed	1	2	2	5	1	2	8	1
	Injured	1	11	8	1	5	1	7	7
TOTAL OTHER PERSONS (*c*)	Killed	34	205	182	177	70	207	557	204
	Injured	38	89	56	45	43	64	112	40
(*d*) GRAND TOTAL =(*a*) + (*b*) + (*c*)	Killed	34	217	198	213	89	240	637	263
	Injured	54	209	117	304	127	196	628	760

DIX D (*ii*)—*concld.*

vehicles, exclusive of accidents included in Appendix D (iii), on all railways open for traffic distinguishing are as practicable, the nature and causes of the accidents occasioning death or injury.

RAILWAYS.						TOTAL CLASS I RAILWAYS.		TOTAL CLASS II RAILWAYS.		TOTAL CLASS III RAILWAYS.		TOTAL ALL RAILWAYS.		Serial No. of Class of accidents (see Col. 32).
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohilkund and Kumaon.	South Indian.	1933-34.	*1932-33.*	1933-34.	*1932-33*	1933-34.	*1932-33.*	1933-34. (Cols. 48, 50 & 52.)	*1932-33.* (Cols. 49, 51 & 53.)	
42	43	44	45	46	47	48	49	50	51	52	53	54	55	56
..	..	..	2	..	..	8	*3*	..	*1*	2	..	10	*4*	9
1	2	2	21	1	2	62	*59*	3	*7*	2	*1*	67	*67*	
..	..	..	1	..	..	1	..	..	..	..	..	1	..	10
..	..	1	5	1	1	17	*29*	1	*1*	..	..	18	*30*	
..	2	1	1	..	..	13	*6*	1	..	..	..	14	*6*	11
4	8	..	19	..	2	102	*88*	1	*1*	4	..	107	*89*	
..	..	..	..	..	..	..	*1*	..	..	..	..	..	*1*	12
..	..	1	44	..	1	495	*386*	..	*1*	..	..	495	*387*	
..	..	..	3	1	1	18	*13*	1	..	1	.	20	*13*	13
..	..	..	3	1	1	13	*12*	..	..	1	..	14	*12*	
1	..	..	..	..	1	12	*5*	..	..	..	..	12	*5*	14
..	..	..	..	..	..	6	*5*	..	..	..	..	6	*5*	
..	2	2	8	..	1	52	*68*	..	*1*	..	..	52	*69*	15
1	4	2	11	..	..	58	*66*	1	..	..	..	59	*66*	
..	1	..	1	..	..	5	*5*	..	..	..	..	5	*5*	16
..	1	..	5	..	..	7	*4*	1	..	..	..	8	*4*	
..	..	..	..	..	..	2	*3*	..	..	..	..	2	*3*	17
..	..	..	..	..	1	9	*13*	..	..	1	..	10	*13*	
..	..	1	3	..	..	16	*24*	..	..	..	..	16	*24*	18
2	1	..	1	..	..	13	*14*	..	*1*	..	..	13	*15*	
..	..	..	5	..	1	21	*20*	2	..	..	..	23	*20*	19
6	69	13	53	..	4	307	*286*	11	*5*	2	*4*	320	*295*	
1	5	4	24	1	4	148	*148*	4	*2*	3	..	155	*150*	Total (*ii*).
14	85	19	162	3	12	1,089	*962*	18	*16*	10	*5*	1,117	*983*	
1	7	4	29	2	6	169	*182*	5	*2*	3	..	177	*184*	Total (*b*).
17	142	36	281	6	49	1,933	*1,757*	27	*25*	15	*7*	1,975	*1,789*	
..	..	..	3	..	..	35	*35*	..	*8*	..	..	35	*43*	1
1	4	..	3	..	..	11	*23*	1	*2*	19	..	31	*25*	
5	89	17	229	13	135	1,780	*1,714*	41	*21*	11	*9*	1,832	*1,744*	2
4	19	..	56	12	27	549	*534*	22	*20*	..	*14*	571	*568*	
..	39	3	40	1	15	388	*391*	5	*6*	..	*4*	393	*401*	3
..	1	..	2	..	..	15	*24*	..	..	..	..	15	*24*	
..	3	2	11	1	4	43	*28*	2	*7*	2	*2*	47	*37*	4
..	4	2	7	1	3	58	*69*	1	*3*	3	9	62	*81*	
5	131	22	283	15	154	2,246	*2,168*	48	*42*	13	*15*	2,307	*2,225*	Total (*c*).
5	28	2	68	13	30	633	*650*	24	*25*	22	*23*	679	*698*	
6	141	28	372	18	168	2,615	*2,561*	55	*44*	18	*19*	2,688	*2,624*	Grand Total (*d*).
22	228	40	473	26	124	3,308	*3,133*	82	*78*	49	*37*	3,439	*3,248*	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Assam Bengal.									
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 58 and 59).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 61, 63 and 65.)	Injured. (Cols. 62, 64 and 66.)
57	58	59	60	61	62	63	64	65	66	67	68
1. *Collisions between passenger trains* or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	2	2	..	16	..	1	..	..	..	17
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	1	1	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	2	2	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	1	1	..	..	..	..	..	..	..	..
(*b*) other causes	..	19	19	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	..	..	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	48	48	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	10	10	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	7	7	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	104	104	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	..	2	2	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	3	3	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	8	..	8	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	8	199	207	..	16	..	1	..	..	..	17

DIX D (*iii*).

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS.

BENGAL AND NORTH-WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 69 and 70).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (see column No. 57).
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 72, 74 and 76).	Injured. (Cols. 73, 75 and 77).	
69	70	71	72	73	74	75	76	77	78	79	80
..	..	..	..	..	..	..	..	..	..	..	1
..	1	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
1	2	3	..	..	..	7	..	..	..	7	4
..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	7	7	..	..	..	..	..	..	..	..	7 (*b*)
..	11	11	..	..	..	..	..	..	..	..	8 (*a*)
..	46	46	..	..	1	..	..	..	1	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	9 (*a*) 1
..	9	9	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	16	16	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	2	2	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	41	41	..	7	..	2	..	..	..	9	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	18	18	..	..	..	..	..	..	..	..	10 (*c*)
..	1	1	..	..	..	..	..	..	..	..	10 (*d*)
..	2	2	..	..	..	..	..	..	..	..	11 (*a*)
..	3	3	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	68	68	..	..	..	..	..	..	..	..	12 (*b*)
..	2	2	..	..	..	..	..	..	..	..	12 (*c*)
1	4	5	..	..	..	..	..	6	..	6	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	1	1	..	..	..	..	..	..	..	..	12 (*f*)
..	3	3	..	..	..	..	..	..	..	..	12 (*g*)
2	240	242	..	7	1	9	..	6	1	22	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-stock different classes of accidents and the number of passengers,

CLASS I

Class of accident.	Bengal-Nagpur.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No IX of 1890.	Other accidents.	Total (Cols. 82 and 83.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 85, 87 and 89.)	Injured. (Cols. 86, 88 and 90.)
81	82	83	84	85	86	87	88	89	90	91	92
1. Collisions between passenger trains or parts of passenger trains.	..	2	2	..	16	..	1	..	..	..	17
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	22	22	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	1	1	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	2	2	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	4	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	1	77	78	..	..	..	..	..	..	..	..
9. Failure of engines and rolling stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	47	47	..	..	..	..	..	..	..	..
(2) other causes	..	47	47	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	162	162	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	71	71	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	1	3	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	2	..	2	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	3	..	3	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	14	14	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	1	1	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	237	237	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings)	..	14	14	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossing.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	16	16	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	31	31	..	..	..	7	2	1	2	8
Total	8	750	758	..		..	8	2	1	2	25

DIX D (*iii*)—*contd.*

permanent-way, etc., during the year 1933-34 on all railways, open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

BOMBAY, BARODA AND CENTRAL INDIA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890,	Other accidents.	Total. (Cols. 93 and 94.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 81.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 96, 98 and 100)	Injured. (Cols. 97, 99 and 101.)	
93	94	95	96	97	98	99	100	101	102	103	104
..	1	1	..	..	..	..	..	..	..	..	1
1	..	1	..	3	..	1	..	..	..	4	2
..	..	..	..	..	..	..	..	..	..	..	3
..	6	6	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	3	3	..	..	..	2	..	..	..	2	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
1	10	11	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
..	617	617	..	..	..	..	..	..	..	..	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	41	41	..	..	..	..	..	..	..	..	9 (*a*) 2
..	50	50	..	..	..	..	..	..	..	..	9 (*b*) 1
..	71	71	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	2	2	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	163	163	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	48	48	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
7	18	25	..	..	..	..	..	..	..	..	10 (*c*)
2	4	6	..	..	..	..	..	..	..	..	10 (*d*)
..	7	7	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	..	..	..	..	..	11 (*b*)
..	5	5	..	..	..	..	..	..	..	..	12 (*a*)
..	792	792	..	..	..	..	..	..	..	..	12 (*b*)
7	4	11	..	..	..	..	..	..	..	..	12 (*c*)
9	3	12	..	..	..	..	..	..	..	..	12 (*d*)
4	..	4	..	..	..	..	..	..	..	..	12 (*e*)
11	..	11	..	..	..	..	..	..	..	..	12 (*f*)
..	8	8	..	..	..	..	..	..	..	..	12 (*g*)
42	1,862	1,904	..	3	..	3	..	..	..	6	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers, railway

CLASS I

BURMA.

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 106 and 107.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 109, 111 and 113.)	Injured. (Cols. 110, 112 and 114.)
105	106	107	108	109	110	111	112	113	114	115	116
1. *Collisions* between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	3	..	3	..	..	..	1	..	..	..	1
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	2	2	..	..	..	..	..	..	..	..
(*b*) other causes	..	21	21	..	..	..	2	..	..	..	2
9. Failure of engines and rolling stock—											
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc. . . .	..	12	12	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	1	1	..	..	..	..	..	..	..	..
(2) other causes	..	62	62	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	1	1	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus . . .	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear. .	..	46	46	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock . .	2	1	3	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	9	9	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way .	3	10	13	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments . .	..	2	2	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	7	7	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	2	2	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line .	1	323	324	..	..	..	1	..	..	..	1
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	14	14	..	..	..	..	1	..	1	..
(*d*) Trains running over obstructions or vehicles at level crossings.	1	8	9	..	..	..	..	1	2	1	2
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	1	5	6	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	20	20	..	2	..	1	..	..	..	3
Total .	11	548	559	..	2	..	5	2	2	2	9

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

EASTERN BENGAL.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 117 and 118.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 105.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 120, 122 and 124.)	Injured. (Cols. 121, 123 and 125.)	
117	118	119	120	121	122	123	124	125	126	127	128
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	1	..	..	..	1	2
..	..	..	..	..	..	..	..	..	..	..	3
1	4	5	..	..	1	1	..	..	1	1	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
2	..	2	..	..	..	..	..	..	..	..	7 (*a*)
17	..	17	..	..	..	..	..	..	..	..	7 (*b*)
..	12	12	..	..	..	..	..	..	..	..	8 (*a*)
1	3	4	..	..	..	2	..	..	..	2	8 (*b*)
..	2	2	..	..	..	..	..	..	..	..	9 (*a*) 1
..	17	17	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	1	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	105	105	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	11	11	..	..	..	..	..	..	..	..	10 (*a*)
..	1	1	..	..	..	..	..	..	..	..	10 (*b*)
1	1	2	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
2	..	2	..	..	..	..	..	..	..	..	11 (*a*)
..	10	10	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	203	203	..	..	..	..	..	..	..	..	12 (*b*)
4	2	6	..	..	..	..	..	..	..	..	12 (*c*)
3	..	3	..	..	..	..	..	..	4	..	4 12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12(*e*)
12	..	12	..	..	..	..	..	..	..	..	12 (*f*)
1	6	7	..	..	..	..	..	..	..	..	12 (*g*)
45	422	467	..	..	..	4	..	4	1	8	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-different classes of accidents and the number of passengers, railway

Class of accident.	CLASS I — East Indian										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 130 and 131.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 133, 135 and 137.)	Injured. (Cols. 134, 136 and 138.)
129	130	131	132	133	134	135	136	137	138	139	140
1. Collisions between passenger trains or parts of passenger trains.	..	1	1	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	4	3	7	..	35	..	18	..	1	..	54
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	14	14	..	..	..	1	..	..	..	1
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	4	5	..	..	..	8	..	..	..	8
6. Collisions between light engines	..	13	13	..	..	..	5	..	..	..	5
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	5	5	..	..	..	..	..	..	..	..
(*b*) Other causes	2	8	10	..	17	..	4	..	..	..	21
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	25	25	..	..	..	1	..	..	..	1
(*b*) other causes	1	534	535	..	..	..	2	..	..	..	2
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, materials or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	10	10	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	88	88	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	15	15	..	..	..	..	..	..	..	..
(2) other causes	..	302	302	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	4	4	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	9	9	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	2	2	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	1	634	635	..	..	2	4	..	2	..	4
(*h*) Ditto other Rolling Stock	..	6	6	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	1	69	70	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	1	1	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	1	3	4	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	1	1	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	10	10	..	2	..	..	..	..	..	2
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	5	5	..	..	..	..	..	..	..	..
12. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	6	6	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	1,372	1,372	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	1	14	15	..	..	2	..	1	..	3	..
(*d*) Trains running over obstructions or vehicles at level crossings.	2	6	8	..	..	..	..	17	15	17	15
(*e*) Train wrecking	1	1	2	4	24	1	1	..	8	5	33
(*f*) Attempted train wrecking	1	18	19	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	87	87	..	..	..	5	..	10	..	15
Total	16	3,270	3,286	4	78	5	49	18	34	27	161

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—contd.

GREAT INDIAN PENINSULA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 141 and 142.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 129.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 144, 146 and 148.)	Injured. (Cols. 145, 147, and 149.)	
141	142	143	144	145	146	147	148	149	150	151	152
..	2	2	..	..	..	..	..	..	..	..	1
..	8	8	..	3	..	7	..	..	..	10	2
..	10	10	..	4	..	1	..	..	..	5	3
1	26	27	..	..	1	9	..	..	1	9	4
..	45	45	..	..	..	1	..	..	..	1	5
..	17	17	..	..	..	1	..	..	..	1	6
..	1	1	..	..	..	..	..	..	..	..	7 (*a*)
..	26	26	..	..	..	..	..	..	..	..	7 (*b*)
..	8	8	..	..	..	..	..	..	..	..	8 (*a*)
1	453	454	..	..	..	2	..	..	..	2	8 (*b*)
..	8	8	..	..	..	..	..	..	..	..	9 (*a*) 1
..	27	27	..	..	..	..	..	..	..	..	9 (*a*) 2
..	21	21	..	..	..	..	..	..	..	..	9 (*b*) 1
..	311	311	..	..	..	..	..	..	..	..	9 (*b*) 2
..	2	2	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	6	6	..	..	..	..	..	..	..	..	9 (*e*)
..	2	2	..	..	..	..	..	..	..	..	9 (*f*)
..	418	418	..	..	..	..	..	..	..	..	9 (*g*)
..	24	24	..	..	..	..	..	..	..	..	9 (*h*)
..	19	19	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
3	10	13	..	..	..	..	..	..	..	..	10 (*d*)
..	80	80	..	..	..	..	..	..	..	..	11 (*a*)
..	5	5	..	..	..	1	..	..	..	1	11 (*b*)
..	1	1	..	..	..	..	..	..	..	..	12 (*a*)
..	1,257	1,257	..	..	..	..	..	..	..	..	12 (*b*)
..	5	5	..	..	..	..	..	..	..	..	12 (*c*)
..	4	4	..	..	..	..	..	1	..	1	12 (*d*)
..	11	11	..	..	..	..	..	..	..	..	12 (*e*)
..	8	8	..	..	..	..	..	..	..	..	12 (*f*)
..	51	51	..	..	..	..	..	..	..	..	12 (*g*)
5	2,866	2,871	..	7	1	22	..	1	1	30	Total.

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling- different classes of accidents and the number of passengers, railway

Class of accidents.	CLASS I — JODHPUR. Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 154 & 155.)	Passengers. Killed.	Passengers. Injured.	Railway servants. Killed.	Railway servants. Injured.	Other persons. Killed.	Other persons. Injured.	Total. Killed. (Cols. 157, 159 & 161.)	Total. Injured. (Cols. 158, 160 & 162.)
153	154	155	156	157	158	159	160	161	162	163	164
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	2	..	2	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	1	1	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	5	..	5	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	..	..	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	8	8	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of running staff—											
(1) boilers and tubes.	..	8	8	..	..	..	..	..	..	..	..
(2) other causes	..	2	2	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	..	8	8	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	3	..	3	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	2	2	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12 Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	4	4	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	110	110	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	9	9	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	..	..	..	..	..	..	..	..	..	..
Total	10	152	162	..	..	..	..	..	..	..	..

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

MADRAS AND SOUTHERN MAHRATTA.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 165 & 166).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of Class of Accidents. (See column No. 153.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 168, 170 & 172.)	Injured. (Cols. 169, 171 & 173.)	
165	166	167	168	169	170	171	172	173	174	175	176
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	3	3	..	..	..	3	..	..	..	3	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
3	..	3	..	..	..	..	..	..	..	..	7 (*a*)
6	..	6	..	..	..	..	..	..	..	..	7 (*b*)
..	2	2	..	..	..	..	..	..	..	..	8 (*a*)
..	11	11	..	..	..	3	..	..	..	3	8 (*b*)
..	4	4	..	..	..	..	..	..	..	..	9 (*a*) 1
..	46	46	..	..	..	..	..	..	..	..	9 (*a*) 2
..	42	42	..	..	..	..	..	..	..	..	(*b*) 1
..	54	54	..	..	..	..	..	..	..	..	(*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	4	4	..	..	..	..	..	..	..	..	9 (*e*)
..	3	3	..	..	..	..	..	..	..	..	9 (*f*)
..	20	20	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	26	26	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
18	2	20	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
1	8	9	..	..	..	..	..	..	..	..	11 (*a*)
..	1	1	..	..	..	..	..	..	..	..	11 (*b*)
..	6	6	..	..	..	..	..	..	..	..	12 (*a*)
1	955	956	..	..	..	..	..	..	..	..	12 (*b*)
..	..	..	..	..	..	..	..	..	..	..	12 (*c*)
7	1	8	..	..	..	..	2	2	2	2	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
17	..	17	..	..	..	..	..	..	..	..	12 (*f*)
1	12	13	..	..	..	1	3	4	3	5	12 (*g*)
55	1,206	1,261	..	..	..	7	5	6	5	13	Total

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-
different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	Nizam's State										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 178 & 179.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 181, 183 & 185.)	Injured (Cols. 182, 184 & 186.)
177	178	179	180	181	182	183	184	185	186	187	188
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	1	..	1	..	..	..	3	..	..	..	3
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
7. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
6. Derailments of passenger trains—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	4	..	4	..	..	..	..	..	..	..	..
8. Other derailments—											
(*a*) due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) other causes	..	11	11	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes.	..	1	1	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	2	2	..	..	..	..	..	..	..	..
(*b*) failures of engines due to faulty material workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes.	..	14	14	..	..	..	..	..	..	..	..
(2) other causes	..	37	37	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear.	..	..	..	..	..	..	..	..	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	7	7	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	1	1	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
12 Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	348	348	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	..	6	6	..	..	..	..	..	..	..	..
(*e*) Train wrecking.	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train wrecking	3	..	3	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	2	2	..	..	..	..	..	..	..	..
Total	8	429	437	..	..	..	3	..	..	..	3

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

NORTH WESTERN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 189 and 190.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents (See column No. 177)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 192, 194 & 196.)	Injured. (Cols. 193, 195 and 197.)	
189	190	191	192	193	194	195	196	197	198	199	200
..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	4	4	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	2	2	..	..	..	..	..	..	..	..	6
5	..	5	..	..	..	..	..	..	..	..	7 (*a*)
29	1	30	..	1	..	2	..	..	..	3	7 (*b*)
..	318	318	..	..	..	..	..	..	..	..	8 (*a*)
..	811	811	..	..	..	..	..	..	..	..	8 (*b*)
..	5	5	..	..	..	..	..	..	..	..	9 (*a*) 1
..	42	42	..	..	..	..	..	..	..	..	9 (*a*) 2
..	36	36	..	..	..	..	..	..	..	..	9 (*b*) 1
..	*64	*64	..	..	..	..	..	..	..	..	9 (*b*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
2	4	6	..	..	..	1	..	..	..	1	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	116	116	..	..	..	..	..	..	..	..	9 (*g*)
..	282	282	..	..	..	..	..	..	..	..	9 (*h*)
..	50	50	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
9	57	66	..	..	..	..	..	..	..	..	10 (*c*)
1	4	5	..	..	..	..	..	..	..	..	10 (*d*)
..	4	4	..	..	..	..	..	..	..	..	11 (*a*)
..	2	2	..	..	..	..	..	..	..	..	11 (*b*)
..	5	5	..	..	..	..	..	..	..	..	12 (*a*)
..	816	816	..	..	..	..	..	..	..	..	12 (*b*)
1	25	26	..	..	..	..	..	..	..	..	12 (*c*)
7	4	11	..	..	..	..	6	9	6	9	12 (*d*)
1	..	1	..	..	..	..	..	..	..	..	12 (*e*)
..	3	3	..	..	..	..	..	..	..	..	12 (*f*)
..	33	33	..	..	..	..	..	..	..	..	12 (*g*)
55	2,689	2,744	..	1	..	3	6	9	6	13	Total.

* Includes one failure with rail motor and one with steam coach.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers, railway

CLASS I

Class of accident.	ROHILKUND AND KUMAON.										
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 202 & 203.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 205, 207 & 209.)	Injured. (Cols. 206, 208 & 210.)
201	202	203	204	205	206	207	208	209	210	211	212
1. *Collisions between passenger trains or parts of passenger trains.*	1	..	1	..	..	..	2	..	..	..	2
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	3	..	3	..	5	..	..	..	..	..	5
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles, standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..
7. Derailments of passenger trains—											
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(*b*) Other causes	2	..	2	..	1	..	..	..	..	..	1
8. Other derailments—											
(*a*) Due to trains running in the wrong direction through points.	1	..	1	..	..	..	..	..	..	..	..
(*b*) Other causes	5	..	5	..	..	..	..	..	..	..	..
9. Failure of engines and rolling-stock—											
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) machinery, springs, etc.	..	2	2	..	..	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	..	..	..	..	..	..	..	..	..	..
(2) other causes	..	7	7	..	..	..	..	..	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	..	..	..	..	..	..	..	..	..	..
(*f*) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	1	11	12	..	1	..	..	..	..	..	1
(*h*) Ditto other rolling stock	..	..	..	..	..	..	..	..	..	..	..
10. Failure of permanent-way—											
(*a*) Broken rails	..	..	..	..	..	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way	..	1	1	..	..	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..
11. Fires—											
(*a*) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	..	..	..	..
22. Other accidents—											
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..		..	..	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	..	87	87	..	..	..	..	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	5	5	..	..	..	..	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	..	..	..	..	..	..	..	..	..	..
(*e*) Train wrecking	..	..	..	..	..	..	..	..	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(*g*) Miscellaneous	..	10	10	..	..	..	..	..	..	..	..
Total	13	123	136	..	7	..	2	..	..	..	9

DIX D (*iii*)– *contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the servants and other persons killed or injured in each class of accident.

RAILWAYS—*contd.*

SOUTH INDIAN.

Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 213 and 214).	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accidents. (See column No. 201.)
			Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 216, 218 & 220)	Injured. (Cols. 217, 219 and 221.)	
213	214	215	216	217	218	219	220	221	222	223	224
..	..	..	..	..	..	..	..	..	..	..	1
1	..	1	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
8	..	8	..	..	..	..	..	..	..	..	7 (*b*)
..	1	1	..	..	..	..	..	..	..	..	8 (*a*)
..	2	2	..	..	..	..	..	..	..	..	8 (*b*)
..	25	25	..	..	..	..	..	..	..	..	9 (*a*) 1
..	82	82	..	..	..	..	..	..	..	..	9 (*a*) 2
..	1	1	..	..	..	..	..	..	..	..	9 (*b*) 1
..	43	43	..	..	..	..	..	..	..	..	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
5	..	5	..	..	..	..	..	..	..	..	9 (*e*)
2	3	5	..	..	..	..	..	..	..	..	9 (*f*)
48	53	101	..	..	..	..	..	..	..	..	9 (*g*)
1	22	23	..	..	..	..	..	..	..	..	9 (*h*)
6	..	6	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
7	5	12	..	..	..	..	..	..	..	..	10 (*c*)
1	2	3	..	..	..	..	..	..	..	..	10 (*d*)
2	1	3	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
14	..	14	..	..	..	..	..	..	..	..	12 (*a*)
..	2,366	2,366	..	..	..	..	..	..	..	..	12 (*b*)
26	..	26	..	..	..	..	..	..	..	..	12 (*c*)
11	..	11	..	1	..	..	1	1	1	2	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	..	..	..	..	..	12 (*g*)
132	2,606	2,738	..	1	..	..	1	1	1	2	Total.

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers,

Class of accident.	Total Class I								
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 226 & 227.)	*Passengers.*		*Railway servants.*		*Other persons.*	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
225	226	227	228	229	230	231	232	233	234
1. Collisions between passenger trains or parts of passenger trains.	1	6	7	..	16	..	3	..	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	13	15	28	..	62	..	27	..	1
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	10	10	..	4	..	1	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	4	88	92	..	..	2	24	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	50	51	..	..	..	9	..	..
6. Collisions between light engines	..	40	40	..	..	..	8	..	..
7. Derailments of passenger trains—									
(*a*) Due to trains running in the wrong direction through points.	10	6	16	..	..	..	..	..	..
(*b*) Other causes	77	58	135	..	19	..	7	..	..
8. Other derailments—									
(*a*) Due to trains running in the wrong direction through points.	1	380	381	..	..	..	1	..	..
(*b*) Other causes	9	2,605	2,614	..	..	1	11	..	..
9. Failure of engines and rolling stock—									
(*a*) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—									
(1) boilers and tubes	..	58	58	..	..	..	..	..	..
(2) machinery, springs, etc.	..	376	376	..	..	..	..	..	..
(*b*) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—									
(1) boilers and tubes	..	237	237	..	..	..	..	..	..
(2) other causes	..	1,059	1,059	..	..	..	..	..	..
(*c*) The failure of tyres	..	10	10	..	..	..	..	..	..
(*d*) Ditto wheels	..	2	2	..	..	..	..	..	..
(*e*) Ditto axles	7	26	33	..	..	..	..	..	..
(*f*) Ditto brake apparatus	2	10	12	..	..	..	..	..	..
(*g*) Ditto couplings and draft gear	50	1,825	1,875	..	8	2	6	..	..
(*h*) Ditto other rolling stock	3	335	338	..	..	..	..	..	..
10. Failure of permanent way—									
(*a*) Broken rails	7	313	320	..	..	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts culverts, etc.	2	4	6	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	51	122	173	..	..	..	..	..	..
(*d*) Slips in cuttings or embankments	10	24	34	..	..	..	..	..	..
11. Fires—									
(*a*) Fire in trains	5	136	141	..	2	..	1	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	41	41	..	..	..	1	..	..
12. Other accidents—									
(*a*) Passenger trains running in the wrong direction through points but not derailed.	14	27	41	..	..	..	..	..	..
(*b*) Trains running over cattle on the line	2	9,038	9,040	..	..	..	1	..	..
(*c*) Trains running over obstructions on the line (other than those at level-crossings).	39	96	135	..	..	2	..	2	..
(*d*) Trains running over obstructions or vehicles at level-crossings.	41	29	80	..	1	..	..	27	36
(*e*) Train-wrecking	6	12	18	4	24	1	1	..	8
(*f*) Attempted train-wrecking	53	51	104	..	..	..	..	..	..
(*g*) Miscellaneous	2	263	265	..	2	..	14	5	15
Total	410	17,362	17,772	4	138	8	115	34	60

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways—*concld.*		CLASS II RAILWAYS.												
		Barsi Light.			Bengal Dooars.			Bhavnagar State.			Bikaner State.			
Total.		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 237 and 238.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 240 and 241.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 243 and 244.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 246 and 247.)	Serial No of class of accidents. (See column No. 225.)
Killed. (Cols. 229, 231 and 233.)	Injured. (Cols. 230, 232 and 234.)													
235	236	237	238	239	240	241	242	243	244	245	246	247	248	249
..	19	..	..	..	..	..	..	..	..	..	..	..	..	1
..	90	..	..	..	..	..	..	1	..	1	..	..	..	2
..	5	..	..	..	..	..	..	..	..	..	..	..	..	3
2	24	..	..	..	..	..	..	..	..	..	..	..	..	4
..	9	..	..	..	..	..	..	..	..	..	..	..	..	5
..	8	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	26	..	1	1	..	..	..	..	..	..	3	..	3	7 (*b*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	8 (*a*)
1	11	..	16	16	..	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	12	12	..	1	1	9 (*a*) 1
..	..	..	1	1	..	..	..	..	2	2	..	..	..	9 (*a*) 2
..	..	..	..	..	..	..	..	..	1	1	..	3	3	9 (*b*) 1
..	..	..	11	11	..	..	..	..	2	2	..	2	2	9 (*b*) 2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	..	1	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
2	14	..	..	..	..	5	5	1	..	1	1	..	1	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	..	..	2	..	2	..	8	8	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	1	..	1	..	..	..	..	..	..	3	..	3	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	3	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	1	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*a*)
..	1	..	36	36	..	9	9	1	62	63	..	118	118	12 (*b*)
4	..	..	7	7	..	2	2	..	..	..	1	..	1	12 (*c*)
27	37	..	1	1	..	..	..	..	1	1	..	..	..	12 (*d*
5	33	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*
..	..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
5	31	..	..	..	1	..	1	..	..	..	1	..	1	12 (*g*)
46	313	1	73	74	1	16	17	5	80	85	10	132	142	Total

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling different classes of accidents and the number of passengers,

CLASS II

Class of accident.	Darjeeling-Himalayan.			Dibru-Sadiya.			Gaekwar's Baroda State.			Gov·	
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols 251 and 252.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 254 and 255.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 257 and 258.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.
250	251	252	253	254	255	256	257	258	259	260	261
1. Collisions between passenger trains or parts of passenger trains.	..	..	..	..	..	..	..	..	..	..	..
2 Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	3	..	3	..	..	..	..	..	..	1	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	..	..	..	1	1	..	..
7. Derailments of passenger trains—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	..	1	..	..
(b) Other causes	27	..	27	..	1	1	3	7	10	..	..
8 Other derailments—											
(a) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	..	..	..	..	..
(b) Other causes	..	19	19	..	..	..	..	30	30	..	19
9. Failure of engines and rolling-stock—											
(a) Failures of engines due to faulty design, material or workmanship in the Mechanical Department—											
(1) boilers and tubes	..	1	1	..	..	..	..	6	6	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	37	37	..	..
(b) Failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—											
(1) boilers and tubes	..	9	9	..	..	..	..	..	..	..	12
(2) other causes	..	19	19	..	12	12	..	..	..	..	7
(c) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..
(d) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..
(e) Ditto axles	..	6	6	..	..	..	..	..	..	..	..
(f) Ditto brake apparatus	..	..	..	..	..	..	..	..	..	..	1
(g) Ditto couplings and draft gear.	..	..	..	..	2	2	..	..	..	..	1
(h) Ditto other Rolling Stock.	..	1	1	..	..	..	..	..	..	..	
10. Failure of permanent way—											
(a) Broken rails	..	2	2	..	..	..	..	22	22	..	..
(b) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..
(c) The flooding of portions of permanent-way.	..	..	..	..	..	..	6	..	6	..	..
(d) Slips in cuttings or embankments	7	33	40	..	..	..	..	..	..	..	..
11. Fires—											
(a) Fire in trains	..	..	..	..	..	..	..	..	..	..	..
(b) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..
12. Other accidents—											
(a) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	..	1	1	..	..
(b) Trains running over cattle on the line.	1	32	33	..	20	20	..	86	86	..	16
(c) Trains running over obstructions on the line (other than those at level crossings).	..	4	4	..	..	..	2	19	21	..	1
(d) Trains running over obstructions or vehicles at level crossings.	..	5	5	..	2	2	..	..	..	..	1
(e) Train-wrecking	..	..	..	..	..	..	..	..	..	..	..
(f) Attempted train wrecking	..	..	..	..	..	..	..	..	..	..	..
(g) Miscellaneous	..	5	5	..	..	..	..	43	43	..	..
Total	38	136	174	..	37	37	12	253	265	1	58

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

RAILWAYS—*contd.*

DAL.	HOWRAH AMTA LIGHT.			JAMNAGAR AND DWARKA.			JUNAGAD STATE.			MORVI.			
Total. (Cols. 260 and 261.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 263 and 264.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 266 and 267.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 269 and 270.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 272 and 273.)	Serial No. of class of accidents. (See columns No. 250.)
262	263	264	265	266	267	268	269	270	271	272	273	274	275
..	..	..	..	..	..	..	..	..	..	..	..	..	1
..	16	..	16	..	..	..	..	..	..	..	..	..	2
..	..	..	..	..	..	..	..	..	..	..	..	..	3
1	1	..	1	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	..	..	..	..	..	..	..	..	6
..	..	..	..	..	..	..	..	..	..	..	..	..	7 (*a*)
..	11	..	11	..	..	..	..	..	..	..	1	1	7 (*b*)
..	..	..	..	..	..	..	..	..	..	..	1	1	8 (*a*)
19	10	..	10	..	9	9	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (*a*) (1)
..	..	4	4	..	..	..	..	..	..	..	5	5	9 (*a*) (2)
12	..	..	..	..	..	..	..	3	3	..	..	..	9 (*b*) (1)
7	..	..	..	..	2	2	..	1	1	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	..	..	..	..	..	..	1	1	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	5	..	5	..	..	..	..	1	1	..	..	..	9 (*g*)
1	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
1	..	..	..	..	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	2	..	2	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	5	1	6	..	..	..	..	..	..	..	..	..	12 (*a*)
16	..	10	10	..	34	34	..	15	15	..	15	15	12 (*b*)
1	1	4	5	..	1	1	..	..	..	..	..	..	12 (*c*)
1	..	..	..	..	..	..	..	1	1	..	..	..	12 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	12 (*f*)
..	3	..	3	..	..	..	..	1	1	..	..	..	12 (*g*)
59	54	19	73	..	46	46	..	22	22	..	24	24	

APPEN

Number of accidents due to collisions between and derailments of trains, fires, failures of engines, rolling-

different classes of accidents and the number of passengers

Class of accident.	CLASS II RAILWAYS.						TOTAL CLASS II					
	MYSORE RAILWAYS.			SHAHDARA (DELHI). SAHARANPUR LIGHT.						*Passengers.*		*Railway servants.*
	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 277 and 278.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 280 and 281.)	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 283 and 284.)	Killed.	Injured.	Killed.
276	277	278	279	280	281	282	283	284	285	286	287	288
1. Collisions between passenger trains or parts of passenger trains.	1	..	1	..	..	..	1	..	1	17	11	..
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	..	..	..	..	..	..	17	..	17	..	10	..
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	5	..	5	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	..	..	..	..	..	..	..	..	..	..	..
6. Collisions between light engines	..	..	..	..	1	1	..	2	2	..	..	..
7. Derailments of passenger trains—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	..	..	1	..	1	..	..	..
(*b*) Other causes	3	..	3	..	..	..	47	10	57	..	..	..
8. Other Derailments—												
(*a*) Due to trains running in the wrong direction through points.	..	..	..	..	14	14	..	15	15	..	..	..
(*b*) Other causes	..	2	2	..	..	..	10	95	105	..	..	..
9. Failure of engines and rolling-stock—												
(*a*) failures of engines due to faulty design, material or workmanship in the Mechanical Department—												
(1) boilers and tubes	..	..	..	..	..	..	..	21	21	..	..	..
(2) machinery, springs, etc.	..	..	..	..	..	..	..	49	49	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff												
(1) boilers and tubes	..	1	1	..	..	..	..	29	29	..	..	..
(2) other causes	..	17	17	..	..	..	..	73	73	..	..	..
(*c*) The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..
(*d*) Ditto wheels	..	..	..	..	..	..	..	..	..	..	..	..
(*e*) Ditto axles	..	2	2	..	..	..	1	9	10	..	..	..
(*f*) Ditto brake apparatus	..	1	1	..	..	..	..	1	1	..	..	..
(*g*) Ditto couplings and draft gear.	..	14	14	..	5	5	7	23	30	..	..	..
(*h*) Ditto other Rolling Stock	..	..	..	..	..	..	..	7	7	..	..	..
10. Failure of permanent way —												
(*a*) Broken rails	..	..	..	..	..	..	2	32	34	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..
(*c*) The flooding of portions of permanent-way.	1	4	5	..	..	..	11	4	15	..	..	1
(*d*) Slips in cuttings or embankments	..	..	..	..	..	..	7	33	40	..	..	..
11. Fires—												
(*a*) Fire in trains	..	..	..	..	1	1	2	1	3	..	..	..
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	..	..	..	..	..	..	1	1	..	..	..
Other accidents—												
(*a*) Passenger trains running in the wrong direction through points but not derailed.	..	..	..	..	..	..	5	2	7	..	..	..
(*b*) Trains running over cattle on the line.	..	100	100	..	..	..	2	553	555	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	..	..	..	..	2	2	4	40	44	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	..	2	2	..	..	..	..	13	13	..	..	..
(*e*) Train-wrecking	..	..	..	..	..	..	..	2	2	..	..	..
(*f*) Attempted train-wrecking	..	..	..	..	2	2	3	..	3	..	..	..
(*g*) Miscellaneous	1	..	1	..	3	3	3	52	55	..	..	..
Total	6	143	149	..	28	28	128	1,067	1,195	17	21	1

DIX D (*iii*)—*contd.*

stock, permanent-way, etc., during the year 1933-34 on all railways open for traffic, distinguishing between the railway servants and other persons, killed or injured in each class of accident.

Railways.					Total Class III Railways.										
Railway servants.	*Other persons.*		*Total.*		Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.	Other accidents.	Total. (Cols. 294 and 295.)	*Passengers.*		*Railway servants.*		*Other persons.*		*Total.*		Serial No. of class of accident. (See col. No. 276.)
Injured.	Killed.	Injured.	Killed. (Cols. 286, 288 and 290.)	Injured. (Cols. 287, 289 and 291.)				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 297, 299 and 301.)	Injured. (Cols. 298, 300 and 302.)	
289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305
2	..	..	17	13	..	..	..	..	..	..	..	..	..	..	..	1
..	..	..	..	10	12	..	12	..	1	..	1	..	..	..	2	2
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3
..	..	..	..	..	..	—	..	..	..	..	..	..	..	..	..	4
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	6
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	7 (*a*)
..	..	..	..	..	20	4	24	..	..	..	..	..	..	..	..	7 (*b*)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	8 (*a*)
2	..	..	..	2	14	40	54	..	..	..	..	..	..	..	..	8 (*b*)
..	..	..	..	..	..	5	5	..	..	..	..	..	..	..	..	9 (*a*) (1)
..	..	..	..	..	..	12	12	..	..	..	..	..	..	..	..	9 (*a*) (2)
..	..	..	..	..	..	3	3	..	..	..	..	..	..	..	..	9 (*b*) (1)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*b*) (2)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*c*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*d*)
..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	9 (*e*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*f*)
..	..	..	..	..	4	8	12	..	..	..	..	..	..	..	..	9 (*g*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9 (*h*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	..	10 (*a*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*b*)
2	..	..	1	2	..	..	..	..	..	..	..	..	..	..	..	10 (*c*
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 (*d*)
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11 (*a*)
..	..	..	..	..	—	..	..	..	..	..	..	..	..	..	..	11 (*b*)
..	..	..	..	..	2	5	7	..	..	..	..	..	..	..	..	12 (*a*)
1	11	25	11	26	6	100	106	..	..	..	..	..	..	..	..	12 (*b*)
..	..	1	..	1	1	13	14	..	..	..	..	..	..	..	..	12 (*c*)
..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	—	12 (*d*)
..	..	..	..	..	..	—	..	..	..	..	..	..	..	..	..	12 (*e*)
..	..	..	..	..	7	2	9	..	..	..	..	..	..	..	..	12 (*f*)
..	..	..	..	..	..	6	6	..	..	..	..	..	..	..	..	12 (*g*)
7	11	26	29	54	69	205	274	..	1	..	1	..	..	..	2	Total.

Number of accidents due to, collisions between and derailments of trains, fires, failures of engines, rolling-distinguishing between the different classes of accidents and the number of passengers, railway

TOTAL ALL

Class of accident.	Accidents reported to Local Governments under section 83 of the Indian Railways Act No. IX of 1890.		Other accidents.		Total. (Cols. 307 and 309.)		Passengers. Killed. (Cols. 308 and 310.)		Injured.	
306	1933-34. 307	*1932-33.* 308	1933-34. 309	*1932-33.* 310	1933-34. 311	*1932-33.* 312	1933-34. 313	*1932-33.* 314	1933-34. 315	*1932-33.* 316
1. Collisions between passenger trains or parts of passenger trains.	2	*1*	6	*3*	8	*4*	17	..	28	*5*
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line.	32	*21*	15	*14*	47	*35*	..	..	72	*15*
3. Collisions between passenger trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	..	*3*	10	*2*	10	*5*	..	..	4	..
4. Collisions between goods and mineral trains and parts of goods or mineral trains, engines and vehicles standing foul of the line.	9	*2*	88	*80*	97	*82*	..	..	..	..
5. Collisions between goods trains and buffer stops or vehicles standing against buffer stops, due to trains running into stations and sidings at too high a speed.	1	*2*	50	*43*	51	*45*	..	..	..	..
6. Collisions between light engines	1	..	42	*34*	43	*34*	..	..	..	..
7. Derailments of passenger trains—										
(*a*) Due to trains running in the wrong direction through points.	12	*22*	6	*7*	18	*29*	..	..	..	*1*
(*b*) Other causes	144	*109*	72	*78*	216	*187*	..	*4*	19	*29*
8. Other derailments—										
(*a*) Due to trains running in the wrong direction through points.	1	*1*	400	*395*	401	*396*	..	..	..	..
(*b*) Other causes	33	*34*	2,740	*2,538*	2,773	*2,572*	..	*1*	..	*2*
9. Failure of engines and rolling stock—										
(*a*) failure of engines due to faulty design, material or workmanship in the Mechanical Department—										
(1) boilers and tubes	..	*3*	84	*82*	84	*85*	..	..	..	..
(2) machinery, springs, etc.	..	*5*	437	*453*	437	*458*	..	..	..	..
(*b*) failures of engines due to faulty material, workmanship or operation arising from the working of the running staff—										
(1) boilers and tubes	..	..	269	*201*	269	*201*	..	..	..	..
(2) other causes	..	..	1,132	*1,216*	1,132	*1,216*	..	..	..	..
(*c*) The failure of tyres	..	*1*	10	*6*	10	*7*	..	..	..	..
(*d*) Ditto wheels	..	..	2	*4*	2	*4*	..	..	..	..
(*e*) Ditto axles	9	*4*	35	*50*	44	*54*	..	..	..	..
(*f*) Ditto brake apparatus	2	*2*	11	*3*	13	*5*	..	..	..	..
(*g*) Ditto couplings and draft gear	61	*118*	1,856	*1,899*	1,917	*2,017*	..	..	8	..
(*h*) Ditto Other Rolling Stock	3	..	312	*4*	315	*4*	..	..	..	..
10. Failure of Permanent way—										
(*a*) Broken rails	9	*6*	346	*344*	355	*350*	..	..	..	..
(*b*) The failure of tunnels, bridges, viaducts, culverts, etc.	2	..	4	*3*	6	*3*	..	..	..	..
(*c*) The flooding of portions of permanent way.	62	*33*	126	*91*	188	*124*	..	..	..	..
(*d*) Slips in cuttings or embankments	17	*6*	57	*53*	74	*59*	..	..	..	..
11 Fires—										
(*a*) Fire in trains	7	*4*	137	*129*	144	*133*	..	*1*	2	*4*
(*b*) Fire at stations, or involving injury to bridges or viaducts.	..	*5*	42	*57*	42	*62*	..	..	..	..
12 Other accidents—										
(*a*) Passenger trains running in the wrong direction through points but not derailed.	21	*20*	34	*39*	55	*59*	..	..	..	..
(*b*) Trains running over cattle on the line	10	*22*	9,691	*9,215*	9,701	*9,237*	..	..	..	..
(*c*) Trains running over obstructions on the line (other than those at level crossings).	44	*54*	149	*182*	193	*236*	..	..	..	..
(*d*) Trains running over obstructions or vehicles at level crossings.	41	*36*	53	*73*	94	*109*	..	..	1	*2*
(*e*) Train-wrecking	6	*9*	14	*38*	20	*47*	4	..	24	..
(*f*) Attempted train-wrecking	63	*60*	53	*71*	116	*131*	..	..	..	..
(*g*) Miscellaneous	5	*4*	321	*293*	326	*297*	..	..	2	*3*
Total	597	*587*	18,634	*17,700*	19,231	*18,287*	21	*6*	160	*61*

DIX D (*iii*)—*concld.*

stock, permanent-way, etc., during the years 1932-33 and 1933-34 on all railways open for traffic, servants and other persons, killed or injured in each class of accident.

RAILWAYS.

Railway servants.				*Other persons.*				*Grand Total.*				Serial No. of class of accident. (See column No. 306.)
Killed.		Injured.		Killed.		Injured.		Killed.		Injured.		
								(Cols. 313, 317 and 321.)	(Cols. 314, 318 and 322.)	(Cols. 315, 319 and 323.)	(Cols. 316, 320 and 324.)	
1933-34. 317	*1932-33.* 318	1933-34. 319	*1932-33.* 320	1933-34. 321	*1932-33.* 322	1933-34. 323	*1932-33.* 324	1933-34. 325	*1932-33.* 326	1933-34. 327	*1932-33.* 328	329
..	..	6	..	..	..	..	..	17	..	34	*5*	1
..	..	27	*2*	..	*1*	1	..	..	*1*	100	*17*	2
..	..	1	..	..	..	..	..	..	..	5	..	3
2	*1*	24	*6*	..	..	..	..	2	*1*	24	*6*	4
..	*4*	9	*8*	..	..	..	*2*	..	*4*	9	*10*	5
..	..	8	*11*	..	..	..	..	..	..	8	*11*	6
..	..	..	..	..	..	..	..	..	..	..	*1*	7 (a)
..	..	7	*7*	..	..	..	..	..	*4*	26	*36*	7 (b)
..	..	1	*7*	..	..	..	..	..	..	1	*7*	8 (a)
1	..	13	*9*	..	..	..	*13*	1	*1*	13	*24*	8 (b)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (a)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(1)
..	..	..	..	..	..	..	..	..	..	..	..	9 (b)(2)
..	..	..	..	..	..	..	..	..	..	..	..	9 (c)
..	..	..	..	..	..	..	..	..	..	..	..	9 (d)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	9 (e)
..	..	..	..	..	..	..	..	..	..	..	..	9 (f)
2	..	6	..	..	*1*	..	*1*	2	*1*	14	*1*	9 (g)
..	..	..	..	..	..	..	..	..	..	..	..	9 (h)
..	..	..	..	..	..	..	..	..	..	..	..	10 (a)
..	..	..	..	..	..	..	..	..	..	..	..	10 (b)
1	..	2	..	..	..	..	..	1	..	2	..	10 (c)
..	..	..	*1*	..	..	..	..	..	..	..	*1*	10 (d)
..	..	1	..	..	..	..	..	..	*1*	3	*4*	11 (a)
..	..	1	*3*	..	*2*	..	..	..	*2*	1	*3*	11 (b)
..	..	..	..	..	..	..	..	..	..	..	..	12 (a)
..	..	2	..	11	*14*	26	*32*	11	*14*	28	*32*	12 (b)
2	*1*	..	..	*2*	2	..	..	*2*	4	*1*	..	*4* 12 (c)
..	..	..	*1*	27	*21*	36	*44*	27	*21*	37	*47*	12 (d)
1	..	1	*2*	..	..	8	..	5	..	33	*2*	12 (e)
..	..	..	..	..	..	..	..	..	..	..	..	12 (f)
..	*2*	14	*19*	*5*	*2*	15	*9*	*5*	*4*	31	*31*	12 (g)
9	*8*	123	*79*	45	*41*	86	*103*	75	*55*	369	*243*	Total.

Number of persons killed or injured during the year 1933-34 on all railways open for traffic, distinguishing movement of vehicles used exclusively

Class of accident.	CLASS I RAILWAYS.								CLASS II RAILWAYS.							
	Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 331, 333 and 335.)	Injured. (Cols. 332, 334 and 336.)	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 339, 341 and 343.)	Injured. (Cols. 340, 342 and 344.)
330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346
1. Ascending or descending steps at stations.	3	4	1	19	3	5	7	28	..	..	..	..	..	..	..	..
2. Being struck by barrows, falling over packages, etc., on platform.	..	..	..	14	..	5	..	19	..	..	..	..	..	..	..	..
3. Falling off platforms	..	1	..	8	..	4	..	13	..	..	..	..	..	..	..	..
4. Loading, unloading or sheeting wagons.	1	2	1	724	1	78	3	804	..	..	..	..	..	..	..	..
5. Moving or carrying goods at stations, etc.	..	..	..	207	..	8	..	215	..	..	..	..	..	..	..	..
6. Working at cranes or capstans.	..	..	2	72	..	1	3	73	..	..	..	..	..	..	..	..
7. Falling of wagon doors, lamps, bales of goods, etc.	..	1	1	248	1	14	2	263	..	..	..	1	..	..	..	1
8. Falling off, or getting on or off, stationary engines or vehicles.	..	..	..	258	..	17	..	275	..	..	..	..	..	..	..	..
9. Falling off platforms, ladders, scaffolds, etc.	1	..	7	171	5	30	13	201	..	..	..	1	..	..	..	1
10. Stumbling whilst walking on the line or platforms.	..	6	..	141	6	16	6	163	..	..	..	..	..	..	..	..
11. Attending to stationary engines in sheds.	..	..	..	1,696	..	199	..	1,895	..	..	..	..	..	..	..	..
12. Being trampled on or kicked by horses.	..	..	..	2	1	1	1	3	..	..	..	..	..	..	..	..
13. Working on the line or in sidings.	..	..	8	854	4	163	12	1,017	..	..	..	4	..	..	..	4
14. Miscellaneous . . .	1	5	12	1,935	2	255	15	2,195	..	..	..	..	..	2	..	2
Total	6	19	33	6,349	23	796	62	7,164	..	..	..	6	..	2	..	8

DIX D (*iv*).

between the number of passengers, railway servants and other persons killed or injured by accidents ***in which upon railways was not concerned.***

CLASS III RAILWAYS.								TOTAL ALL RAILWAYS.								Class of accident.
Passengers.		Railway servants.		Other persons.		Total.		Passengers.		Railway servants.		Other persons.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed. (Cols. 347, 349 and 351.)	Injured. (Cols. 348, 350 and 352.)	Killed.	Injured.	Killed.	Injured.	Killed.	In jured	Killed. (Cols. 355, 357 and 359.)	Injured. (Cols. 356, 358 and 360.)	
347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363
..	..	..	..	..	..	..	..	3	4	1	19	3	5	7	28	1. Ascending or descending steps at stations.
..	..	..	1	..	..	..	1	..	..	..	15	..	5	..	20	2. Being struck by barrows, by falling over packages, etc., on platform.
..	..	..	..	..	..	..	..	..	1	..	8	..	4	..	13	3. Falling off platforms.
..	..	..	..	..	..	..	..	1	2	1	724	1	78	3	804	4. Loading, unloading or sheeting wagons.
..	..	..	..	..	..	..	..	..	..	..	207	..	8	..	215	5. Moving or carrying goods at stations, etc.
..	..	..	..	..	..	..	..	..	..	3	72	..	1	3	73	6. Working at cranes or capstans.
..	..	..	..	..	..	..	..	..	1	1	249	1	14	2	264	7. Falling off wagon doors, lamps, bales of goods, etc.
..	..	..	..	..	..	..	..	..	..	—	258	..	17	..	275	8. Falling off, or getting on or off, stationary engines or vehicles.
1	..	..	..	..	..	1	..	2	..	7	172	5	30	14	202	9. Falling off platforms, ladders, scaffolds, etc.
..	..	..	..	..	..	..	..	..	6	..	141	6	16	6	163	10. Stumbling whilst walking on the line or platforms.
..	..	..	..	..	..	..	..	..	..	..	1,696	..	199	..	1,895	11. Attending to stationary engines in sheds.
..	..	..	..	..	..	..	..	..	..	..	2	1	1	1	3	12. Being trampled on or kicked by horses.
..	..	..	..	..	..	..	..	..	..	8	858	4	163	12	1,021	13. Working on the line or in sidings.
..	..	..	1	..	..	..	1	1	5	12	1,936	2	257	15	2 198	14. Miscellaneous.
1	..	..	2	..	..	1	2	7	19	33	6,357	23	793	63	7,174	Total.

Accidents to railway servants on Class I Railways, classified in respect of primary causes, during the year 1933-34

[The figures in this statement represent the number of railway servants

Railway system.	Misadventure or accidental.				Want of caution or misconduct on the part of the injured person.				Want of caution or breach of rules, etc., on the part of servants other than the persons injured.			
	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.	Killed.	Percentage of total.	Injured.	Percentage of total.
364	365	366	367	368	369	370	371	372	373	374	375	376
Assam-Bengal	..	..	3	50·0	..	..	3	50·0	..	..	..	..
Bengal and North-Western	2	40·0	14	58·3	3	60·0	7	29·2	..	..	3	12·5
Bengal-Nagpur	2	15·4	2	15·4	11	84·6	11	84·6	..	..	..	..
Bombay, Baroda and Central India.	10	76·9	186	93·9	3	22·1	10	5·05	..	..	2	1·01
Burma	2	50·0	39	79·6	2	50·0	8	16·3	..	..	2	4·08
Eastern Bengal	6	33·3	18	24·3	12	66·7	52	70·3	..	..	4	5·41
East Indian	35	89·7	439	97·8	4	10·3	3	0·70	..	..	7	1·50
Great Indian Peninsula	24	85·7	576	97·8	4	14·3	10	1·70	..	..	3	0·51
Jodhpur	1	100·0	17	77·3	..	..	..	..	..	..	..	..
Madras and Southern Mahratta	3	42·9	128	90·1	4	57·1	14	9·86	..	..	..	..
Nizam's State	3	75·0	24	66·7	1	25·0	12	33·3	..	..	..	..
North Western	29	100·0	281	100·0	..	..	..	..	..	..	..	..
Rohilkund and Kumaon	..	..	1	16·6	2	100·0	5	83·4	..	..	..	..
South Indian	5	83·3	43	87·8	1	16·7	5	10·2	..	..	1	2·00
Total	122	72·2	1,771	91·6	47	27·8	140	7·24	..	..	22	1·14

DIX D (*v*).

caused by the movements of trains and railway vehicles exclusive of accidents included in Appendix D (iii). killed and injured included in Appendix D (ii)]

Defective systems of working, dangerous places, dangerous conditions of work or want of rules or systems of working.				Defective apparatus, appliances, etc., or want of sufficient appliances, safeguards, etc.				Total.		Railway system.
Killed. 377	Percentage of total. 378	Injured. 379	Percentage of total. 380	Killed. 381	Percentage of total. 382	Injured. 383	Percentage of total. 384	Killed. (Cols. 365, 369, 373, 377 and 381.) 385	Injured. (Cols. 367, 371, 375, 379 and 383.) 386	387
..	..	..	..	..	..	..	..	..	6	Assam-Bengal.
..	..	..	..	..	..	..	..	5	24	Bengal and North-Western.
..	..	..	..	..	..	..	..	13	13	Bengal-Nagpur.
..	..	..	..	..	..	..	..	13	198	Bombay, Baroda and Central India.
..	..	..	..	..	..	..	..	4	49	Burma.
..	..	..	..	..	..	..	..	18	74	Eastern Bengal.
..	..	..	..	..	..	..	..	39	449	East Indian.
..	..	..	..	..	..	..	..	28	589	Great Indian Peninsula.
..	..	..	..	..	..	..	..	1	17	Jodhpur.
..	..	..	..	..	..	..	..	7	142	Madras and Southern Mahratta.
..	..	..	..	..	..	..	..	4	36	Nizam's State.
..	..	..	..	..	..	..	..	29	281	North Western.
..	..	..	..	..	..	..	..	2	6	Rohilkund and Kumaon.
..	..	..	..	..	..	..	..	6	49	South Indian.
..	..	..	..	..	..	..	..	169	1,933	Total.

Number of accidents which occurred during the year 1933-34 in Railway Workshops

Number of accidents and number of persons killed or injured.	Particulars.	Class I							
		Assam Bengal.	Bengal and North-Western.	Bengal Nagpur.	Bombay, Baroda and Central India.	Burma.	Eastern Bengal.	East Indian.	Great Indian Peninsula.
388	389	390	391	392	393	394	395	396	397
(*a*) Total number of accidents..	..	1	32	39	2,262	63	327	1,103	1,665
(*b*) *Affecting Railway Servants.*									
1. Railway workshops ..	Killed ..	..	1	..	..	..	2	..	2
	Injured ..	..	10	40	1,700	39	310	1,245	1,716
2. New works not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	4	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	1	6	..	1	..	..	..
Total (*b*) ..	Killed ..	..	1	..	..	..	2	..	2
	Injured ..	..	11	46	1,700	40	310	1,249	1,716
(*c*) *Affecting other persons.*									
1. Railway workshops ..	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	2	..
2. New works, not opened for traffic.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	3	..	..	..	..	..
3. Lines under construction ..	Killed ..	..	..	..	..	3	..	..	..
	Injured ..	..	..	..	..	2	..	..	..
4. Lines not used for the public carriage of passengers, animals and goods.	Killed ..	..	..	..	..	..	..	..	..
	Injured ..	..	..	..	..	..	..	5	..
5. Steamers or flats working in connection with the railway.	Killed ..	..	2	..	..	..	..	..	..
	Injured ..	..	2	..	..	..	..	..	..
Total (*c*) ..	Killed ..	..	2	..	..	3	..	..	..
	Injured ..	..	2	3	..	2	..	7	..
(*d*) GRAND TOTAL = (*b* + *c*) ..	Killed ..	..	3	..	..	3	2	..	2
	Injured ..	..	13	49	1,700	42	310	1,256	1,716

DIX D (*vi*).

and certain other places and the number of Railway servants and other persons killed or injured.

Railways.						Total class I Railways.	Total class II Railways.	Total class III Railways.	Total all Railways (columns 404, 405 and 406).	No. of accidents and No. of persons killed and injured.	
Jodhpur.	Madras and Southern Mahratta.	Nizam's State.	North Western.	Rohil-kund and Kumaon.	South Indian.						
398	399	400	401	402	403	404	405	406	407	408	
..	941	894	982	10	236	8,555	89	..	8,644	(*a*) Total number of accidents.	
										(*b*) *Affecting Railway Servants.*	
..	..	..	..	1	1	7	1	..	8	Killed	1
..	785	1,885	726	1	225	8,682	86	..	8,768	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	8	..	..	..	1	9	..	..	9	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	3
..	..	..	..	..	..	..	..	..	..	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	4	..	..	4	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	5
..	..	..	..	..	..	8	..	..	8	Injured	
..	..	..	..	1	1	7	1	..	8	Killed	Total (*b*).
..	793	1,885	726	1	226	8,703	86	..	8,789	Injured	
										(*c*) *Affecting other persons.*	
..	..	..	..	..	..	..	..	..	..	Killed	1
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	2
..	..	..	..	..	..	3	..	..	3	Injured	
..	..	..	..	..	..	3	..	..	3	Killed	3
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	..	..	..	..	Killed	4
..	..	..	..	..	..	5	..	..	5	Injured	
..	..	..	..	..	..	2	..	..	2	Killed	5
..	..	..	..	..	..	2	..	..	2	Injured	
..	..	..	..	..	..	5	..	..	5	Killed	Total
..	..	..	..	..	..	14	..	..	14	Injured	
..	..	..	..	1	1	12	1	..	13	Killed	Grand Total (*d*).
..	793	1,885	726	1	226	8,717	86	..	8,803	Injured	

Rolling-stock fitted with automatic brakes, passenger vehicles lighted by gas or electricity and lower class

Railway system.	Gauge.	Locomotives.		Coaching vehicles (including brake vans used exclusively on passenger service).			Goods vehicles (including brake-vans used indiscriminately on passenger, mixed or goods service, but excluding cranes and their dummy trucks).		
		Total No. on the line.	Percentage of number fitted with automatic brakes to the total No. on the line.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.	Total number.	Percentage of number braked on total.	Percentage of number piped on total.
1	2	3	4	5	6	7	8	9	10
CLASS I RAILWAYS.									
Assam-Bengal	3′ 3⅜″	204	97·1	858	95·3	3·22	5,830	86·6	3·28
Bengal and North-Western	3′ 3⅜″	390	63·3	1,561	66·4	13·7	11,921	*Nil*	0·86
Bengal Nagpur	5′ 6″	722	98·9	1,199	94·6	5·42	22,550	73·7	26·3
	2′ 6″	115	93·0	444	91·0	*Nil*	2,031	89·5	0·10
Bombay, Baroda and Central India.	5′ 6″	368	100·0	951	100·0	*Nil*	10,175	83·8	10·2
	3′ 3⅜″	463	100·0	1,503	99·9	0·07	9,311	30·2	11·4
	2′ 6″	26	*Nil*	71	*Nil*	*Nil*	324	*Nil*	*Nil*
Burma	3′ 3⅜″	401	97·3	1,432	83·0	2·93	10,546	37·9	1·83
Eastern Bengal	5′ 6″	303	100·0	1,137	99·6	0·44	7,920	52·1	47·0
	3′ 3⅜″	220	100·0	1,080	88·9	11·1	5,254	29·5	1·62
	2′ 6″	11	*Nil*	58	*Nil*	*Nil*	28	*Nil*	*Nil*
East Indian	5′ 6″	1,609	99·1	3,467	98·4	1·30	51,128	76·6	20·8
Great Indian Peninsula	5′ 6″	836	99·5	2,298	100·0	*Nil*	19,532	90·2	9·34
	2′ 6″	22	*Nil*	51	*Nil*	*Nil*	235	*Nil*	*Nil*
Jodhpur	3′ 3⅜″	107	70·0	319	76·8	3·45	2,597	0·35	0·92
Madras and Southern Mahratta.	5′ 6″	310	98·7	997	96·7	3·34	6,291	78·1	21·2
	3′ 3⅜″	365	73·7	1,155	82·7	6·75	8,290	3·29	39·7
Nizam's State	5′ 6″	90	100·0	197	99·0	1·00	2,217	66·7	30·7
	3′ 3⅜″	82	90·2	203	100·0	*Nil*	1,509	33·7	1·13
North Western	5′ 6″	1,283	99·1	3,872	98·9	1·06	29,608	85·2	14·7
	2′ 6″	101	*Nil*	396	88·9	*Nil*	809	82·3	1·87
Rohilkund and Kumaon	3′ 3⅜″	77	68·8	233	53·6	25·3	2,704	0·67	0·22
South Indian	5′ 6″	154	100·0	443	97·3	2·48	2,223	77·5	21·1
	3′ 3⅜″	404	100·0	1,420	90·7	5·48	7,053	3·86	3·88
	2′ 6″	11	54·5	35	*Nil*	*Nil*	78	*Nil*	*Nil*
Total		8,674	93·8	25,360	92·3	3·30	220,264	61·9	16·0
CLASS II RAILWAYS.									
Barsi Light	2′ 6″	37	84·0	120	100·0	*Nil*	286	43·7	56·3
Bengal Dooars	3′ 3⅜″	19	47·4	72	19·4	31·9	450	0·22	*Nil*
Bhavnagar State	3′ 3⅜″	33	78·8	179	88·8	8·38	758	0·26	1·72
Bikaner State	3′ 3⅜″	55	47·3	187	28·9	19·3	1,258	6·36	*Nil*
Darjeeling Himalayan	2′ 0″	35	2·90	131	*Nil*	*Nil*	534	*Nil*	*Nil*
Dibru Sadiya	3′ 3⅜″	28	92·8	66	87·8	12·1	1,581	22·3	56·1
Gaekwar's Baroda State	3′ 3⅜″	19	94·7	66	100·0	*Nil*	290	20·3	*Nil*
	2′ 6″	40	*Nil*	168	*Nil*	*Nil*	865	*Nil*	*Nil*
Gondal	3′ 3⅜″	23	100·0	118	73·7	23·7	437	*Nil*	1·60
Howrah-Amta	2′ 0″	19	*Nil*	137	17·5	*Nil*	80	100·0	*Nil*
Jamnagar and Dwarka	3′ 3⅜″	20	60·0	72	65·3	91·7	608	95·2	8·22
Junagad State	3′ 3⅜″	17	94·1	130	80·8	15·4	329	6·08	32·2
Morvi	3′ 3⅜″	20	90·0	120	85·8	14·2	252	0·79	3·97
Mysore	3′ 3⅜″	39	97·0	181	92·0	6·00	556	61·0	1·60
	2′ 6″	7	86·0	29	10·0	*Nil*	84	4·00	96·0
	2′ 0″	6	*Nil*	5	*Nil*	*Nil*	47	*Nil*	*Nil*
Shahdara (Delhi)-Saharanpur	2′ 6″	10	*Nil*	49	*Nil*	*Nil*	229	*Nil*	*Nil*
Total	..	427	58·5	1,830	62·1	12·2	8,644	25·2	15·3
GRAND TOTAL (CLASS I & II RLYS.).	..	9,101	92·2	27,190	90·3	3·90	228,908	60·6	16·0

DIX E.

carriages provided with latrine accommodation on Class I and II Railways on the 31st March 1934.

Passenger vehicles fitted for lighting with gas or electricity.			Lower class carriages provided with latrine accommodation for passengers.				Percentage of vehicles provided with latrine accommodation on the total number in each.				Railway-system.
Total number suitable for lighting.	Percentage of number lighted with gas on total.	Percentage of number lighted with electricity on total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	Intermediate class.	Third class.	Composites containing Intermediate or Third Class accommodation.	Total.	
11	12	13	14	15	16	17	18	19	20	21	22
											CLASS I RAILWAYS.
729	*Nil*	90·9	*Nil*	231	212	443	*Nil*	99·1	99·1	99·1	Assam Bengal.
1,344	*Nil*	100·0	61	484	78	623	100·0	48·0	100·0	54·3	Bengal and North Western.
(*b*)903	9·9	90·5	63	406	187	656	100·0	97·6	98·4	98·0	Bengal Nagpur.
(*b*)105	*Nil*	91·1	11	185	52	248	100·0	82·2	57·1	75·8	
751	*Nil*	100·0	*Nil*	309	123	432	*Nil*	95·1	58·6	80·8	Bombay, Baroda and Central India.
1,148	*Nil*	100·0	*Nil*	712	243	955	*Nil*	87·6	100·0	90·4	
71	*Nil*	32·3	*Nil*	31	23	54	*Nil*	68·9	100·0	79·4	
1,127	*Nil*	84·4	*Nil*	549	281	830	*Nil*	91·5	88·4	90·4	Burma.
873	*Nil*	100·0	13	2 2	247	472	92·9	78·2	68·4	73·1	Eastern Bengal.
845	*Nil*	100·0	18	364	246	628	100·0	100·0	100·0	100·0	
58	*Nil*	10·3	*Nil*	1	*Nil*	1	*Nil*	2·78	*Nil*	2·04	
2,868	2·02	81·3	141	1,231	760	2,132	100·0	96·2	96·6	96·6	East Indian.
(*a*)1,442	2·15	97·9	3	567	362	932	100·0	84·1	77·7	81·5	Great Indian Peninsula.
49	*Nil*	100·0	*Nil*	26	20	46	*Nil*	92·9	100·0	95·8	
288	*Nil*	100·0	13	95	92	200	100·0	100·0	100·0	100·0	Jodhpur.
736	4·62	95·4	1	292	241	534	100·0	88·2	93·1	90·4	Madras and Southern Mahratta.
966	14·2	85·8	*Nil*	470	304	774	*Nil*	98·7	90·7	95·4	
154	25·3	74·7	*Nil*	63	20	83	*Nil*	100·0	90 9	97·6	Nizam's State.
170	51·8	48·2	*Nil*	84	23	107	*Nil*	96·6	88·5	94·7	
*2,826	1·24	97·2	66	1,104	845	2,015	100·0	100·0	100·0	100·0	North Western.
*328	*Nil*	80·4	9	186	51	246	100·0	100·0	100·0	100·0	
246	*Nil*	100·0	3	106	44	153	100·0	70·7	100·0	77·7	Rohilkund and Kumaon.
339	*Nil*	91·7	*Nil*	143	87	230	*Nil*	100·0	100·0	100·0	South Indian.
1,344	*Nil*	92·0	*Nil*	566	122	688	*Nil*	74·7	40·0	64·7	
35	*Nil*	100·0	*Nil*	8	16	24	*Nil*	44·4	100·0	70·6	
20,248	2·51	92·0	402	8,425	4,679	13,506	99·5	86·6	87·6	87·3	Total.
											CLASS II RAILWAYS.
120	*Nil*	100·0	*Nil*	13	*Nil*	13	*Nil*	14·4	*Nil*	13·7	Barsi Light.
64	*Nil*	100·0	3	17	10	30	100·0	50·0	100·0	63·8	Bengal Dooars.
135	*Nil*	100 0	*Nil*	83	13	96	*Nil*	100·0	100·0	100·0	Bhavnagar State.
150	*Nil*	97·3	5	91	17	113	100·0	100·0	100·0	100·0	Bikaner State.
109	5·50	82·5	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	*Nil*	Darjeeling Himalayan.
54	*Nil*	94·4	*Nil*	33	12	45	*Nil*	100·0	100·0	100·0	Dibru Sadiya.
126	*Nil*	100·0	*Nil*	59	24	63	*Nil*	100·0	100·0	100·0	Gaekwar's Baroda State.
315	*Nil*	87·9	*Nil*	75	38	113	*Nil*	70·7	100·0	78·4	
95	*Nil*	100·0	*Nil*	50	11	61	*Nil*	96·1	84·6	93·8	Gondal.
126	*Nil*	100·0	*Nil*	4	21	25	*Nil*	4·87	77·7	21·0	Howrah-Amta.
54	*Nil*	100·0	*Nil*	30	*Nil*	30	*Nil*	92·5	*Nil*	92·5	Jamnagar and Dwarka.
117	*Nil*	97·4	*Nil*	48	9	57	*Nil*	88·9	50·0	79·2	Junagad State.
95	*Nil*	97·9	*Nil*	54	11	65	*Nil*	98·2	100·0	98·5	Morvi.
157	*Nil*	97·0	*Nil*	96	14	110	*Nil*	100·0	100·0	100·0	Mysore.
29	*Nil*	100·0	*Nil*	22	*Nil*	22	*Nil*	100·0	*Nil*	100·0	
5	*Nil*	*Nil*	*Nil*	3	*Nil*	3	*Nil*	100·0	*Nil*	100·0	
53	*Nil*	100·0	3	12	2	17	100·0	28·6	100·0	36·2	Shahdara (Delhi)-Saharanpur.
1,804	0·33	95·7	11	670	182	863	52·4	69·0	80·9	70·9	Total.
22,052	2·33	92·3	413	9,095	4,861	14,369	97·2	85·0	87·3	86·1	GRAND TOTAL (CLASS I & II RLYS.).

* Includes State Saloons, Store vans, Road vans, Medical vans, Saloons exclusively used for departmental purposes; Military Dining and Tourist cars.

(*a*) This figure varies from the total figure of columns 46 and 62 of Statement 10-B against G. I. P. Ry., as in the latter are included 147 reserved cars and 73 non-passenger carrying vehicles.

(*b*) Excludes 63 Broad-Gauge and 8 Narrow Gauge Goods Vehicles respectively, transferred to Coaching Stock during 1933-34 under Railway Board's letter, No. 34/650/2/S, dated 1st February 1934.

APPENDIX F.

Statement showing the cost of the Police Force employed on Railways during the year 1933-34.

Railway system.	Crime and Order Contribution to Local Government.	Watch and Ward.		Total cost to the Railway.	Total cost.	
		Watchmen.	Contingencies.		Per Route Mile.	Per Train Mile
1	2	3	4	5	6	7
Class I.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Assam-Bengal	49,448	93,035	1,958	1,44,441	110·6	0·04
Bengal and North-Western	44,922	83,186	1,725	1,29,833	61·4	0·02
Bengal Nagpur	79,822	3,82,793	22,682	4,85,297	143·0	0·04
Bombay, Baroda and Central India	2,05,662	6,38,291	10,645	8,54,598	231·5	0·05
Burma	*Nil*	73,311	4,846	78,157	38·8	0·01
Eastern Bengal	*Nil*	3,28,895	18,217	3,47,112	173·8	0·04
East Indian	*Nil*	8,00,550	65,897	8,66,447	196·4	0·03
Great Indian Peninsula	19,219	3,93,040	15,659	4,27,918	114·8	0·02
Jodhpur	*Nil*	20,760	2,258	23,018	23·6	0·01
Madras and Southern Mahratta	2,17,861	2,76,556	8,786	5,03,203	155·8	0·04
Nizam's State	1,45,536	†	34,011	1,79,547	133·2	0·05
North Western	*Nil*	10,86,694	11,494	10,98,188	158·0	0·05
Rohilkund and Kumaon	10,000	22,561	426	32,987	57·8	0·02
South Indian	2,09,191	1,42,305	2,966	3,54,462	140·3	0·03
Total	9,81,661	43,41,977	2,01,570	55,25,208	144·3	0·04
Class II						
Barsi Light	4,300	6,156	414	10,870	54·0	0·03
Bengal Dooars	75	7,829	416	8,320	51·8	0·03
Bhavnagar State	13,667	12,273	3	25,943	84·2	0·03
Bikaner State	*Nil*	6,638	234	6,872	8·63	0·01
Darjeeling Himalayan	1,525	*Nil*	*Nil*	1,525	(*a*) 10·4	0 00
Dibru Sadiya	*Nil*	4,462	*Nil*	4,462	51·9	0·01
Gaekwar's Baroda State	*Nil*	10,843	18	10,861	17·8	0·01
Gondal	13,470	8,368	44	21,882	115·4	0·05
Howrah Amta	1,575	3,037	*Nil*	4,612	105·1	0·01
Jamnagar Dwarka	1,979	3,561	..	5,540	35·2	0·02
Junagad State	5,679	1,452	*Nil*	7,131	42·5	0·02
Morvi	8,143	1,438	*Nil*	9,581	93·6	0·03
Mysore	*Nil*	7,345	*Nil*	7,345	16·3	0·01
Shahdara (Delhi)-Saharanpur Light	*Nil*	5,194	245	5,439	53·1	0·03
Total	50,413	78,596	1,374	1,30,383	37·1	0·02
Class III Total	13,261	8,904	208	22,373	(*b*) 19·5	0·01
Grand Total	10,45,335	44,29,477	2,03,152	56,77,964	132·2	0·03

† Included in column 2.

(*a*) The corresponding figure for last year may be read as 10·4 instead of 29·9 as printed in the publication for 1932-33.

(*b*) The corresponding figure for last year may be read as to 20·0 instead of 11·3 as printed in the publication for 1932-33.

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